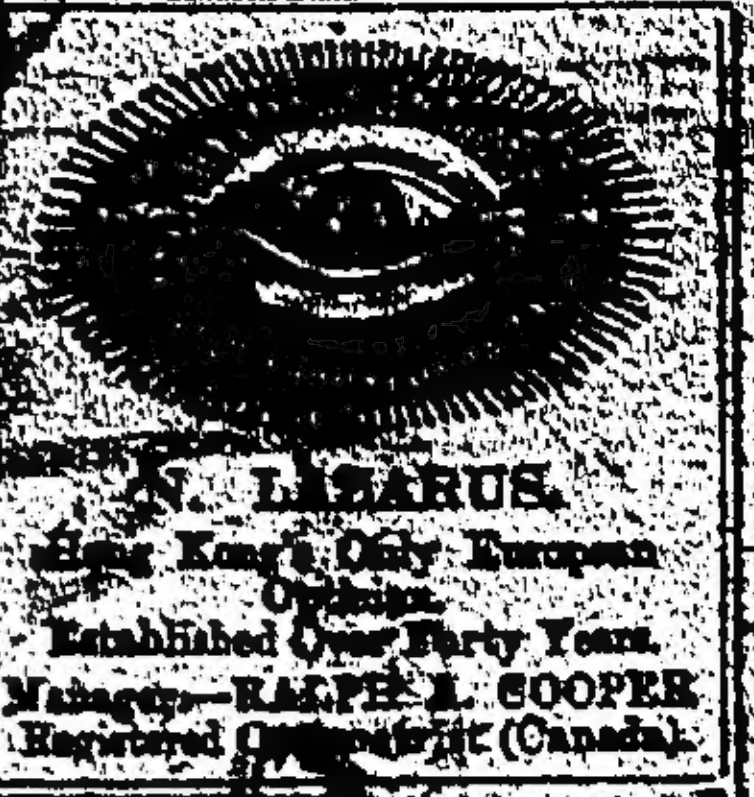


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KOWLOON-CANTON RAILWAY. TIME-TABLE.

		A.M.	A.M.	O	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Kowloon	...Dep.	4.40	5.05	5.30	5.55	6.20	6.45	7.10	7.35	8.00	8.25
Yanmat	...Dep.	4.50	5.15	5.40	5.65	5.90	6.15	6.40	6.65	6.90	7.15
Shatin	...Dep.	5.00	5.25	5.50	5.75	6.00	6.25	6.50	6.75	7.00	7.25
Taipei	...Dep.	5.10	5.35	5.60	5.85	6.10	6.35	6.60	6.85	7.10	7.35
Fauling	...Dep.	5.20	5.45	5.70	5.95	6.20	6.45	6.70	6.95	7.20	7.45
Shumshu	...Dep.	5.30	5.55	6.20	6.45	6.70	6.95	7.20	7.45	7.70	7.95
Yanmat	...Arr.	12.30			5.30						
Canton	...Arr.										
Canton	...Dep.	7.10	8.05	10.28	11.40	3.00	4.17	5.18	6.20	5.40	6.05
Shumshu	...Dep.	7.19	8.18	10.45	11.47	2.07	4.24	5.30	6.37	4.47	5.18
Fauling	...Dep.	7.30	8.17	10.49	11.51	3.11	4.28	5.24	6.31	5.51	6.22
Taipei	...Dep.	7.41	8.37	10.59	12.01	3.23	4.38	5.38	6.43	5.63	6.34
Yanmat	...Dep.	7.53	8.50	11.04	12.07	3.35	4.50	5.50	6.55	5.75	6.46
Shumshu	...Dep.	7.59	8.59	11.17	12.17	3.38	4.54	5.51	6.51	5.78	6.49
Yanmat	...Dep.	8.12	8.57	11.39	12.33	3.50	5.06	6.06	7.06	5.90	6.58
Shumshu	...Dep.	8.20	9.06	11.37	12.41	3.58	5.11	6.04	7.08	6.06	6.70
Kowloon	...Arr.										

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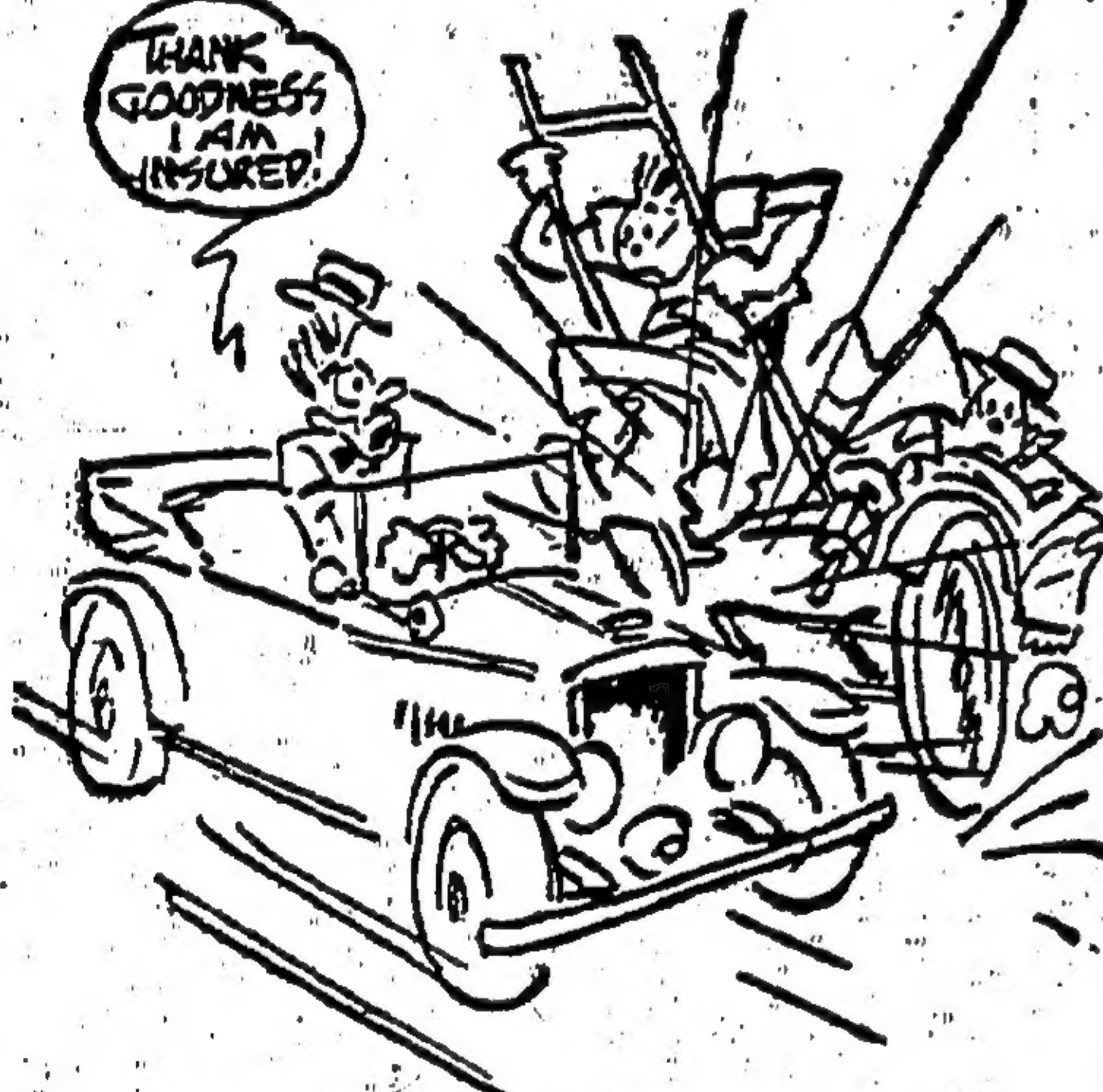
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HONG KONG

HOW THE PIRATES PREY UPON SHIPPING.

A BLACK RECORD.

LIST OF PIRACIES DURING RECENT YEARS.

THE INCREASED ACTIVITY IN 1926.

A PROBLEM FOR THE CANTON GOVERNMENT.

Piracies are frequent in Chinese waters and the news that a boat has been captured and several people kidnapped or killed now arouses very little comment. The list below—which is by no means a complete one—of piracies committed within recent years will, however, possibly help to a realization of how trade is harassed and hampered by the gangs of robbers and murderers which infest South China.

The list furnishes a terrible indictment of the present Canton Administration. Since their regime—the number of these outrages has increased beyond measure. A person travelling by junk in the Canton delta now does so at the peril of his life owing to the presence of so many pirate gangs.

The Canton Government promised to attack and to clear Bias Bay of the pests, but nothing practical has been done. Troops were sent, ostensibly against the pirates headquarters, but they contended themselves with a demonstration against the political opponent. Great Britain offered to co-operate in the work but such co-operation was, to all intents and purposes, refused. And so the toll on life and property mounts up.

BIAS BAY PIRACIES.

January 21st, 1921.

S.L. Kwong Hong. On the run between Hong Kong and Shan Mei. Pirated at 2.30 p.m. between Sa Mun and Shan Mei by about 12 men armed with revolvers—Hakka. Launch taken to Fan Lo Kong Cheek; booty loaded into junk. Arms carried on board at Hong Kong concealed in buckets with false bottoms. Property to the value of \$22,000 stolen. Money, jewellery and clothing stolen. No cargo stolen. (This piracy led to the conviction that fishing junks in and around Fan Lo Kong were in league with the Bias Bay pirates).

December 15th, 1921.

S.S. Kwong Lee. China merchant S.S. Co. on Shanghai, Hong Kong, Canton run, was pirated off Amoy at approx. 12.15 p.m. on December 15th, 1921, while on a voyage from Shanghai to Hong Kong carrying 230 Chinese passengers. The ship was taken to Tai Sam Bay where the pirates left the ship in a junk and made for Fan Lo Kong. Pirates to the number of approximately 25 boarded the ship in Shanghai. Property, money and jewellery to the value of about \$120,000 was stolen. The pirates were probably mostly natives of Fan Lo Kong and Nim Shan districts; some of them could speak English. They were armed with revolvers. One Chinese passenger was shot dead and his body thrown into the sea. Information was later given that the names of the leaders were: (1) Thang Chiu Man of Wai Chau, (2) Ng Tai Kun of Fan Lo Kong, (3) Ng Tai Hi of Fan Lo Kong. All these had previous military experience.

December 18th, 1921.

S.L. Wah Sun. Pirated between Ma Kung and Shan Mei at about 6.15 p.m. on December 18th, 1921, by about 10 men armed with revolvers, on the Hong Kong-Shan Mei run. Ship taken to Fan Lo Kong Creek. Money, jewellery and clothing to the value of \$21,000 stolen. Pirates came on board at Ma Kung as passengers. They spoke Hakka.

May 22nd, 1922.

S.L. Wah Sun. Also on Hong Kong-Shan Mei run. Pirated again while at anchor in Ping Hoi Harbour on May 22nd, 1922, by several men who came alongside in sampans. Ship taken to San Liu where the robbers left in sampans. Money, jewellery and clothing stolen to the value of over \$5,000.

October 4th, 1922.

S.L. San On. Pirated between Tai Po and Sha Yu Chung on October 4th, 1922, at about 5.30 a.m. On the Tai Po-Sha Yu Chung run. Taken to Hoo Kung where the robbers disembarked in a junk and sailed to Tai Tau Shan near San Liu (Bias Bay East). Nine men spoke Hoklo and other dialects. They were armed with revolvers which they brought on board at Tai Po concealed in a clock. Money, jewellery and clothing stolen. No cargo stolen.

November 19th, 1922.

S.S. Sui An. Hong Kong, Canton and Macao Steamboat Company river steamer on Hong Kong-Macao run, pirated on November 19th, 1922, about 10 miles from Macao, while on a voyage from Macao to Hong Kong, carrying approximately 60 saloon passengers, 135 second class and 220 third class passengers. Pirates about 60 in number boarded the ship in Macao. They shot dead two Indian guards and wounded the captain, two guards and passengers. Ship taken to Tang Chau Island, N.E. of Bias Bay. Pirates left in sampans which came from the shore. Money, jewellery and clothing stolen to the value of over \$24,000. Pirates spoke Hakka and Hoklo and were all

armed with revolvers or rifles. Some of them had a knowledge of English. They were probably mostly natives of the villages in the Bias Bay area. Subsequently, on information, one man was arrested in a Shanghai boarding house in possession of 15 revolvers. He was supposed to have participated in the Sui An piracy. He was banished from Hong Kong for a period of 10 years and handed over to the French authorities in Shanghai. Several informers came forward after the piracy with information regarding the identity of the pirate but it is doubtful if any of the information was really accurate and no useful results were obtained from the information given. The piracy was reported General Chan Kwing Ming who was then in power in Canton and a Chinese gunboat carrying troops was sent to Bias Bay. A party of Police under Inspector Boulger embarked on the gunboat to watch the proceedings. The troops landed but made little effort to catch the pirates and no useful results were obtained.

October 23rd, 1923.

S.S. Saang. River steamer, Shiu Hing S.S. Company, on Hong Kong-Kongmoon run, was pirated at 8.15 p.m. on October 23rd, 1923, off Castle Peak while on a voyage from Hong Kong to Kongmoon. She was carrying about 300 passengers. Pirates numbered about 35 men. The ship was taken taken to Tang Chau Island, Bias Bay N.E., and the pirates left in the ship's boats. The Captain, Chief Officer and one Indian guard were wounded. The pirates spoke Hakka, Hoklo, Mandarin and Punti, and were armed with revolvers which they smuggled on board in Hong Kong. Property, jewellery and money to the value of over \$20,000 was stolen. It was later reported by General Hung Shiu Lun that the pirate leader's name was Tin O Tau, a native of Waichau. An informer also reported the name of several persons who were supposed to have taken part. Most of the persons mentioned came from Waichau or the Fan Lo Kong and Nim Shan districts.

December 27th, 1923.

S.S. Hydrangea. On Hong Kong-Swallow run, was pirated at about 6.40 p.m. on December 27th, 1923, off Single Island near Bias Bay, while on a voyage from Hong Kong to Swallow. She was carrying about 500 passengers and was taken to Bias Bay. The pirates numbered approximately 45 and spoke Hakka and Hoklo dialects. They were armed with revolvers and rifles. Money, jewellery and clothing to the value of \$23,388 was stolen, also part of the cargo, i.e., 10 cases of piece goods to the value of \$10,000. The pirates, who came from Fan Lo Kong and Nim Shan districts went ashore in the ship's boats. As a result of representations made to the Chinese Authorities, Comdr. Wong Fuk Chi under the orders of General Chan Kwing Ming carried out two expeditions against the pirates in the Nim Shan, Shan Mei and Ping Hoi districts, as a result of which 7 men believed to have taken part in this piracy were subsequently shot. One of these was a pirate leader named Tin Ah Wong, the brother of Tin O Tau, mentioned in connection with the Saang piracy. Another pirate leader shot was named Tang Kong. Several villagers who opposed the Military in the raids in the districts mentioned, were also shot and their houses were burned. One of the pirates shot, named Lo Kan, admitted participation in this piracy and gave the names of several of his confederates; he also stated that the pirates were not all acquainted with each other but were collected together by several sub-leaders. His particular sub-leaders were Chu Cheong, a native of San

Yu, and a man named Cheung Mau Sang, also of San Yu. He further stated that 30 men took part in the piracy. The arms used were presumably smuggled on board in Hong Kong. Three revolvers used in the above piracy were recovered by Commander Wong Fuk Chi in his operations and returned to the Hong Kong Police. Later Commander Wong Fuk Chi carried out a raid at Ping Shan as a result of which five men believed to be pirates were shot.

October 3rd, 1924.

S.S. Ning Shin. Shanghai-Foochow run, was pirated at approximately 3 p.m. on October 3rd, 1924, one day out of Shanghai while on a voyage from Shanghai to Foochow. The ship was carrying 30 cases of silver bars consigned to the American Oriental Bank, Foochow, value approximately \$7,000 tael. Thirty-four pirates boarded the ship at Shanghai as passengers. About 250 Chinese passengers were on board. One quartermaster was killed and one sailor wounded. The ship was taken to a piece of Tree Point, Bias Bay, where sampans came alongside. The pirates then discharged the silver and other cargo, together with the loot taken from the passengers, into the sampans which then made for Sun Liu. The pirates who were armed with revolvers presumably smuggled their arms on board at Shanghai. They came from the Nim Shan and Fan Lo Kong districts. Communication was at once made with General Ip Kui at Wai-chau who sent an expedition to Nam Shan under a commander named Yung Fai Ting. It was later reported on fairly good authority that this commander succeeded in rounding up many of the pirates and recovering most of the silver bars stolen but the pirates were released on payment of a large sum and the silver bars were appropriated by his troops. However, another expedition was later sent under the orders of General Hung Shiu Lun with Commander Wong Fuk Chi in command. The latter corroborated the statement above regarding Yung Fai Ting and further stated that the silver had been melted down and made into silver coins. In February, 1925, Comdr. Wong Fuk Chi succeeded in effecting the arrest of one San Mei at Tai Pung. This man admitted participation in this piracy and stated that Lam Tai Sau (a notorious pirate) a Hakka, a native of Cheung Pai Village in Fan Lo Kong district, was the leader in this piracy. He also gave the names of several of his confederates. His story was to the effect that the pirates went to Shanghai and Hong Kong in a B. & S. steamer. He stayed with others at the Hong Kong boarding house in Hong Kong before leaving for Shanghai (this statement was verified and found to be true). The arms were purchased in Shanghai. Eighteen men accompanied him via Sha Yu Chung to Hong Kong. His share of the loot was 40 pieces of silver, \$40 in one dollar coins and some serge clothing. The pirates known to him came from the Bias Bay area. There were several other pirates, unknown to him, in this gang. This ship did not come under the Hong Kong Piracy Prevention Ordinance.

January 13th, 1925.

S.S. Hong Hua. Ho Hong S.S. Company of Singapore, running between Bangkok, Penang, Singapore, Hong Kong, Swatow and Amoy, was pirated six days out from Singapore on January 13th, 1925, at 8.40 a.m. while on a voyage from Singapore to Hong Kong. She was carrying 257 passengers. The pirates numbered about 30 (armed with revolvers) took the ship to Tang Chau Island, Bias Bay and left the ship in the ship's boats taking with them money, jewellery and clothing to the value of \$53,360. From information received it would appear that the pirates came mostly from Nam Shan or Fan Lo Kong and travelled to Singapore where they procured arms and boarded the ship as passengers. The leader of this gang is said to be a man named Lo Ah Chin, a native of Fan Lo Kong. The ship's wireless was immediately put out of action by the pirates. Hakka and Hoklo was mostly spoken by the pirates but some spoke Fokien and a few Punti. This ship did not come under the Hong Kong Piracy Prevention Ordinance. At the time this piracy was committed General Hung Shiu Lun and Commander Wong Fuk Chi happened to be in Hong Kong. On the suggestion of the Captain-Superintendent of Police an expedition was organised consisting of members of the Navy, Army and Police in Hong Kong and headed by Commander Wong Fuk Chi. The party left for Hong Kong, Bias Bay in a naval tug where a party of some 120 of Wong Fuk Chi's soldiers were embarked and taken to Fan Lo Kong bay. A landing was effected and raids were made on Kwai Chan, Hai Chau, Nim Shan and Fan Lo Kong. The pirates were present in these raids. As a result 16 men were arrested. They were in possession of various articles of property obviously illegally obtained. Some Singapore money was also found.



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The 16 men were sent to Wai Chau for trial, and some of the houses occupied by them were burnt, but 12 of these were released after enquiry. The four remaining prisoners were kept in custody for several months at Wai Chau but after the city fell into the hands of General Chiang Kai Shek, these four were released. At Fan Lo Kong a man in one of the houses raided, fired on the troops who had come to search. This man was summarily shot; he was in possession of a revolver and an automatic. He turned out to be a man called Chan Shui Wai alias Yeung Ah In, a well known robber and pirate.

February 8th, 1926.

S.S. Jade, Shun Cheung S.S. Co., 6, Connaught Road Central, running between Haiphong, Kwang Chow Wan and Hong Kong, this vessel was pirated on February 8th, 1926, 8 hours out from Kwang Chow Wan on her way to Hong Kong. She is a cargo ship, and was carrying 100 tons of general cargo, and bullion valued \$22,000. There were 10 3rd class passengers. Seven of these were the pirates. They took the ship to Bias Bay and arrived off Fan Lo Kong at 10 a.m. on February 10th. They ship was taken right up the creek, where it was in 34 fathom of water, and about 500 yards from the shore. The pirates called two sampans which took off all the pirates and the bullion. The pirates boarded the ship at Kwang Chow Wan.

March 6th, 1926.

S.L. Tai Yau. H.M.S. Durban reported on March 7th, 1926, as follows:—Loi Ping Sun, 45 years, Captain of the steam launch Tai Yau, tonnage 122 tons, owned by the Chinese Company, Swatow, states—On March 6th, 1926, I sailed from Tai Sam Mi about 6 p.m. with 47 passengers and about 89 baskets of salt fish as cargo. When leaving Tai Sam Mi, six Chinese males, who had boarded the ship before leaving as passengers, produced revolvers and seized the ship. They tied up myself, Comproadore and Chief Officer and then ransacked the ship, taking all the money from the passengers. They took the ship to Fan Lo Kong (near glass factory), where they left at about 7 a.m. to-day, March 7th, taking all the money and some clothing with them. When leaving they told us to leave at once and go full speed or other pirates would catch us. I have never seen any of these men before and could not recognise them again. This launch is on the Sun Mei-Swallow run.

March 25th, 1926.

S.S. Hein Kong. China Merchants S.N. Co., was pirated on the journey from Shanghai to Canton, when she was near Swatow on March 25th, 1926. The pirates took the ship to Bias Bay and transferred ashore cargo and loot from the passengers by means of a boat which was lying in readiness at an arranged spot. The piracy was reported in the Press. The Hong Kong Police had no report or details.

(Continued on next Column.)

JUNK CUT IN TWO. SUNDAY EVENING'S INCIDENT.

CREW SAVED.

The s.s. Van Heutsz (Dutch) while on the way from Swatow to Hong Kong collided with a junk on Sunday evening at about seven o'clock.

According to a report by the master of the Van Heutsz, it appears that the junk suddenly loomed up in the darkness on the port bow of the steamer. The engines were at once reversed and the helm put over.

The junk, however, approached quickly and was hit amidship and cut in two. Life-boats were immediately lowered and the crew were all rescued.

The wreck, which is in position 23° 5' N. 118° 25' E. 25° 6' 5" N. 118° 25' E. is considered dangerous to Navigation.

ATTEMPTED ARMED ROBBERY.

SMART POLICE ARREST.

Before Mr. R. E. Lindsell yesterday afternoon at the Central Magistrate's Court, Inspector Grant of the Kennedy Town Police Station, charged a Chinese with attempted armed robbery last week.

The defendant was alleged to have been implicated, with two others not in custody, in an armed robbery at a shop in 335 Queen's Road West. They knocked at the door and entered on the pretence of telling the fook that a relative of his had been taken ill. Believing them, the fook went to the address in question, but found his informant's tale to be false. He then hurried back to his shop where he found defendants in the act of opening the safe. Disturbed, the three men made good their escape, but a chase by the Police followed and defendant, who is believed to be the leader, was eventually arrested in Water Street. The key of the safe, which defendant obtained by intimidating the book-keeper, was found in his possession.

Knives and daggers were later found in the shop but nothing was stolen. The case was remanded until Friday.

July 13th, 1926.

S.S. Kwang Lee. China Merchant's ship, Pirated outside Hong Kong on July 13th, 1926. No report was made to Hong Kong Police.

August 21st, 1926.

S.S. Sandviken. A Norwegian vessel, left Canton for Swatow and Shanghai on August 21st, 1926, with one European lady and 120 Chinese passengers on board. At about 6.30 p.m. on the same night when about 4 miles south of Waglan Light she was pirated by 35 pirates.

October 1st, 1926.

S.S. Hein Fung. The report of this piracy was given in the local Press.

November 16th, 1926. S.S. Sunning. The details of this piracy have been fully reported in the local Press.

(Continued on page 8.)

ANOTHER LARGE SHIP PIRATED.

THE "SEANG BEE" CAPTURED.

OFFICERS SURPRISED WHEN TAKING BREAKFAST.

FIVE PASSENGERS KIDNAPPED.

VALUABLES WORTH OVER \$100,000 STOLEN.

A CONSIDERATE PIRATE CHIEF.

The terrible record of pirate activities in the China Sea during recent years is given on page 4. The latest outrage is the capture of the *Seang Bee*, a large vessel bringing mail from Singapore to Hong Kong. There were over 700 passengers on board, 12 European officers, including engineers and three wireless operators, and a crew of 150.

The pirates, as usual, had gone on board as passengers. On January 27th they surprised the officers whilst they were having breakfast. A few random shots were fired and the bridge was rushed. There was no time to organise opposition. Within a few minutes the vessel was completely in the hands of the gang, and under their instructions it was taken to Bias Bay. The passengers were relieved of their valuables en route and when "headquarters" were reached the pirates left in the ship's boats. They took the Captain with them. He was held prisoner for two and a half hours and then released. Upon his return the vessel was free to continue its journey to Hong Kong, which it did, arriving here yesterday at mid-day. Everything worked smoothly and in accordance to programme. Five passengers were taken for ransom, but apart from this no one was injured. No cargo was touched but it is estimated that the haul of valuables was worth over \$100,000.

As a matter of fact, as far as piracy will allow, the pirate chief appeared to be a very considerate individual. The Captain's gun was thrown overboard by one of the pirate gang. This displeased the leader and in order to make what amends he could he gave the Captain \$200 with which to buy another weapon. Another member of his band relieved the ship's doctor of his gold watch and chain but apparently this was not in accordance with the rules and the pirate chief took the articles from his subordinate and returned them to their owner.

The *Seang Bee* was pirated on the morning of January 27th, when she was about 750 miles from Hong Kong. The steamer left Singapore at noon on January 24th with 720 deck passengers, 24 passengers, and about 1,500 tons of cargo. On arrival at the Kowloon wharf at 1 p.m. yesterday she was boarded by police officers to make enquiries. Among them were Mr. T. H. King (Director of Criminal Intelligence) and Chief Detective Murphy.

How the Pirates Seized the Ship.

The *Seang Bee* was seized on the morning of January 27th, in the usual way by pirates who had embarked on the ship as passengers. At about 9.15, when the European officers were at breakfast in the saloon, shots were heard from different parts of the vessel. The officers at first thought that a passenger had run amok, but when shots came into the saloon, hitting the ceiling and floor, they quickly realised what had happened.

Pirates were at every window of the saloon with levelled guns, and the officers, including the Captain, who were having their breakfast, had no option but to put their hands up. They were seized and mustered on the deck.

Pirates Rushed the Bridge.

The third officer, Mr. P. Cullen who was on watch was seized by four armed men. He was sent back to his cabin and was told by the pirate chief to lock himself in. The leader also gave instructions to his subordinates not to rob Mr. Cullen, and this officer was also told that if he had anything taken away from him, he was to report to the No. 1 pirate, who would restore any property taken from him.

Captain's Story.

Interviewed by a *Daily Press* reporter, Captain E. M. Cotton, the master of the *Seang Bee*, stated that the attack was made at 9.15 on the morning of Thursday, whilst the officers were at breakfast. About ten pirates rushed the saloon, firing blank shots and threatening to shoot all who did not hold up their hands. The attack was so sudden that no resistance was made and the officers and passengers submitted to being searched.

Later the officers were all taken to their cabins, and their revolvers were confiscated. Each officer was in the charge of two armed men. After a short while, the officers were again taken back to the saloon and there confined under the guard of four robbers. That day they were allowed to have their meals in the saloon, but they did not see the saloon again after that day until this afternoon.

The remainder of the pirates carried out a systematic search of all the passengers' luggage, taking all the money, jewellery and valuables they could find.

After looting the passengers, the officers were taken back to their respective cabins, and there kept under guard. The No. 1 pirate gave orders to the stewards for all meals to be served in the cabins. The saloon was used as the pirates' headquarters, where the loot was stored. The wireless operators were given first class cabins and were not allowed back to their rooms, which were occupied by the robbers.

The day after the attack, the pirate chief slept in the Captain's cabin for several hours, and when he woke up, he gave instructions to the master that the ship must pass outside Hong Kong in the dark and to reach Bias Bay between two and three o'clock in the morning. This

Several of the pirates spoke fairly good English. The pirate chief apparently did not speak English. They all seemed well seasoned men and not new to the job. Several of them kept mentioning the *Hong Wo*, from which it may be gathered that they were involved in the piracy of that ship about two years ago.

Wireless Dismantled.

The pirates also took control of the wireless operating room. The outfit was put out of order by the robbers, who severed several of the wires.

Mr. W. B. Charlton was the wireless operator on duty at the time of the attack. As a matter of fact he was the first to know that anything was amiss.

Mr. Charlton was held up from behind by an armed pirate, and in less than a minute several more pirates entered the wireless room, and began tampering with the apparatus. The instruments were, however, not much damaged.

How the Engine Room was Seized.

The pirates first made their appearance in the engine room at about 9.30 a.m. on the day when the ship was seized. The fourth engineer, Mr. J. Rankin, who was on duty was held up by three pirates. The pirates after searching the engine room thoroughly and finding that there were no arms concealed, allowed the watches to be changed in the usual way. An armed guard was kept in the engine room throughout the four days of pirate control and the officers were escorted to and from the engine room.

The Second Mate's Version.

Mr. J. Connor, the second officer, when interviewed by our representative said that the pirates, about 40 in number, were all fairly well dressed in Chinese clothes. After seizing the ship they told the officers that there would be no trouble, as long as no ship came to their assistance. The pirates said if any ship attempted to interfere, the *Seang Bee* would be set on fire and they would all sink together.

It was about 12 o'clock that the pirates allowed the Captain, the Chief Officer and the second mate on the bridge to take sights to fix the ship's position, and from that time onward the officers were allowed to carry on, but always with a guard of six men on the bridge.

The pirates ordered the course to be set for Bias Bay. When the pirates were told that the *Seang Bee* would probably make Hong Kong about five o'clock on Sunday, the No. 1 pirate, who was a well-dressed and intelligent looking man, indicated that he did not want to make Hong Kong before 8 o'clock and ordered the ship to slow down. This was done and at about four o'clock on Sunday, land was sighted.

Waglan was sighted at about seven o'clock on Sunday evening, and soon after a ship crossed the *Seang Bee's* bows, and the pirate vessel had to slow down and alter course towards Waglan. The pirates got suspicious and there was a rush at the bridge and about twenty pirates, all armed, crowded around with threatening gestures. The Captain then altered course till Waglan light was abeam, and set course for Bias Bay.

The *Seang Bee* arrived at Bias Bay at three o'clock in the morning yesterday. The pirates wanted five boats lowered, but the officer on the watch lowered two of the biggest boats. The robbers got into them and took away five Chinese first class passengers.

The captain happened to pass by, and the pirates ordered him to accompany them. The boats were manned by the ship's crew as none of the pirates could handle an oar. The captain and the boatmen returned to the *Seang Bee* about two and a half hours later, after the passengers had landed with their loot and captives.

The *Seang Bee* then immediately sailed for Hong Kong. The wireless operators were released from their cabins, and after setting the instruments right, news of the piracy was communicated to Hong Kong.

The Haul.

The pirates left the ship with a valuable haul. A conservative estimate of the booty is at over \$100,000. One passenger alone lost over \$10,000 in money and jewellery, the compradore lost about \$5,000 and the passenger's steward was also deprived of \$5,000.

All the European Officers, excepting the third mate, suffered some loss. The Chief Officer lost 200 rupees; the second mate \$30; Dr. M. H. Carlos, the ship's doctor, lost \$341. He also had his gold watch and chain taken away by one of the pirates, but these were later returned to him by the No. 1 pirate.

Kidnapped Passengers.
The names of the five passengers taken away by the pirates for ransom are:—Goh Ah Min, a merchant on his way to Swatow; Koh Yew Tong, a boy of fourteen; Yap Ho To, merchant, Lok Sin Po and Ng Hai Kim.

The Officers.

The officers of the vessel are:—Master: Capt. E. Cotton.
Chief Officer: Mr. D. McNeil.
Second Officer: Mr. J. Connor.
Third Officer: Mr. P. Cullen.
Chief Engineer: Mr. E. P. Lee.
Second Engineer: Mr. J. B. Jones.
Third Engineer: Mr. G. Bellotti.
Fourth Engineer: Mr. J. Rankin.
(Continued on next column.)

THE REV. G. R. LINDSAY.

PENDING DEPARTURE OF VICAR OF ST. ANDREW'S.

HIS THANKS TO PARISHIONERS.

As announced yesterday, the Rev. G. R. Lindsay, for seven years Vicar of St. Andrew's Church, Kowloon, is leaving the Colony at the end of April. Till then he will be unable to return from furlough to resume duties at Kowloon.

The full message in *St. Andrew's Church Messenger*, in which he announces his departure, reads as under:—

"It will come as a surprise to you as it has come as a shock to me that owing to circumstances which have arisen at my home in England, I am unable to return to Kowloon after my furlough this year. We are therefore compelled to change our cherished plans for the future of the work here and to bid you farewell on April 30th.

These have been seven very happy years. You have been so consistently kind and generous to me and mine that I do not care to think of saying good-bye. I simply cannot say what I feel for my roots are so deep in St. Andrew's that I feel almost part of it. It has been a privilege indeed to see so many changes and developments in our Church life, but a greater joy still to witness God working in the hearts of men. Nevertheless in the light of my departure a retrospect of one's labours is a humbling experience. One sees so much that one ought to have done. All I can do now is to work away with a will till I leave. I shall have much more to say later, but I ask you to remember the members of the Vestry as they seek to be guided in their choice of my successor."

Wireless Operators: Mr. W. B. Charlton, Mr. T. R. Stevenson, and Mr. F. Rhodes. Dr. Carlos is the ship's doctor.

The "Seang Bee."

The *Seang Bee* is one of the steamers of the Seang line operated by Messrs. Lim Brothers, whose local agents are Messrs. Tuen Kee Hong, No. 2, Cleverly Street. She is under British registry and is a twin screw steamer of 5,349 tons gross. The vessel was built by Messrs. Harland and Wolff at Belfast, in 1891. Her dimensions are: Length, 445.5 feet, breadth, 49.1 feet; depth, 22.7 feet.

The crew consists of 19 British officers and 158 Chinese. Captain E. M. Cotton is the master. He has been in the *Seang Bee* for many years.

Ship's of the *Seang Bee* class often carry more than a thousand passengers on the up trip, and the number this time was well up to the average on account of the Chinese New Year.

The *Seang Bee* is not fitted with anti-piracy grilles, and she carries no Indian guards. Her top deck could easily be reached from many directions, and there is no possible means of holding pirates in check. Mr. Ling Po Yu, the Manager of Messrs. Tuen Kee Hong, stated yesterday morning that as far as the local agents are aware, the *Seang Bee* had aboard the usual general cargo, and there might also be bullion. The ship left Amoy last night, and the road trip by way of Hong Kong, Singapore, Penang and Rangoon would have occupied a little over 40 days. The vessel is on the emigration traffic between Amoy and the Straits Settlement.

The First News.

The first news of the piracy to reach the Colony was received in a wireless message from the vessel early yesterday morning, addressed to the Naval authorities, and the local agents of the steamer. The message simply stated that the *Seang Bee* was captured by pirates on Thursday last, and that she was later taken into Bias Bay.

When the first message was despatched the vessel was at anchor off of Low Island, Bias Bay. Later a further wireless message was received from the steamer, which stated that she was on her way to Hong Kong, and would arrive during the afternoon.

Very early yesterday morning, the Police roused Mr. To See Tuen (principal of Messrs. Tuen Kee) and he went to meet the returning *Seang Bee*. It will be recalled that Mr. To gave evidence on behalf of the Aberdeen mason who was charged in connection with the *Sunning* piracy.

In the ordinary course of events the *Seang Bee* would have arrived here on Saturday with the London paper mail of December 30th *via* Negapatam.

At first it was intended that the vessel should go to moorings at No. 29 buoy in the harbour, but the Police chose the Kowloon wharves instead to facilitate search and investigation.

The *Seang Bee*, however, went to a buoy in mid-stream about three hours after she had berthed alongside the wharf. This was done in order to let the Police complete their enquiries.

The exact amount of the loot, of course, cannot be ascertained until the Police have completed their investigation.

The *Seang Bee* will sail from here on Wednesday morning.

FULL PROTECTION

FOR FOREIGNERS

STATEMENT BY THE CANTON EXECUTIVE.

MYSTERIOUS POISONING CASE.

CHINESE VISITORS FROM HONG KONG CONCERNED.

[FROM OUR CHINESE CORRESPONDENT.]

In order to allay the fears of foreign residents in South China, the Central Executive Committee of the Kuomintang Party in Canton is issuing a statement assuring them of full protection.

The long drawn out strike of the members of the Tea House Union in Canton has finally been settled by the employers granting higher wages and better service conditions to the waiters. Tea houses do a large amount of business every Chinese New Year, and there was a great desire to settle the strike before the holidays.

It would seem, however, that fish will be lacking at the New Year feasts as the *fokis* to the Fish Market, or *Fai Loan*, have now gone on strike.

Of the 453 labour unions in Canton 154 are registered with the Bureau of Agriculture and Labour; 25, with the Police; and 278, with other departments of the Canton Administration.

The mechanics and the traffic department employees of the Chinese Section of the Canton-Kowloon railway have not yet patched up their difference over political matters and it is feared that the feud may be renewed.

The Kuomintang desire to ignore the celebration of the Chinese New Year altogether is not receiving the support of the Printers' Union.

The owners of newspapers do not object to the abolition of the practice of suspending publications for the five days before and after the New Year, but the printers do, and since January 27th, there have been no newspapers in the Southern Capital. The next issue of Canton newspapers will be February 6th. The Printers Union has branches in more than 35 of the 90 administrative districts of Kwangtung.

Two young women and a young man going to Canton on a visit from Hong Kong, have become involved in a mysterious case in a Canton hotel. The young man was found poisoned, and the two women, who are said to be nurses, are under suspicion of having been concerned in the matter.

The 55,000 strikers registered with the Strike Committee in Canton will be given \$10 each before the Chinese New Year. This will be the second instalment of the \$100 promised each striker on October 10th last.

TELEPATHY AT THE QUEEN'S.

PROF. MAXIMILIAN LANGSNER'S EXHIBITION.

The exhibition of Telepathy given last night in the Queen's Theatre by Professor Maximilian Langsner was most interesting and well attended.

There can be no doubt that he is an experienced and accomplished telepathist, but it proved hard for him to exercise his powers to an audience many of whom were inclined to treat his performance in a spirit of levity, and with assistants who offered themselves voluntarily, and proved, in several cases, to lack the necessary powers of concentration. The public has not realised sufficiently clearly the difference between the science of hypnotism and "Mekalyn" and "Devants."

The most impressive part of Professor Langsner's exhibition, was his hypnotic cure of two stammerers, one a Chinese youth, stated (and this was corroborated by his friends) that he had stammered for 24 years. Within 5 minutes he spoke clearly and without any hesitation. The Professor assured us it would prove a permanent cure, if the patient refrained from testing meat for a month, but with New Year so close at hand one wonders if the patient will be able to fulfill his part of the treatment.

FURTHER REPLY

IN

FURNISHING DEPARTMENT.

Wm. POWELL, Ltd.

NOTICE.

NOTICE is hereby given that for FOUR days during CHINESE NEW YEAR HOLIDAY (from Feb. 2 to Feb. 5 inclusive) this COMPANY will be closed to business. Patrons are requested to send in their February orders before the end of January.

THE WING ON CO., LTD.

January 28th, 1927.

COLUMBIA NEW-PROCESS RECORDS

EVLYN HOWARD-JONES—Pianoforte Solos

9094 MOONLIGHT SONATA (Bethoven)—PART 1.—Adagio sostenuto (First Half); PART 2.—(a) Adagio sostenuto (Concluded); (b) Allegretto; 9095 PART 3.—Presto agitato (First Half); PART 4.—Presto agitato (Concluded).

AT

ANDERSON'S.

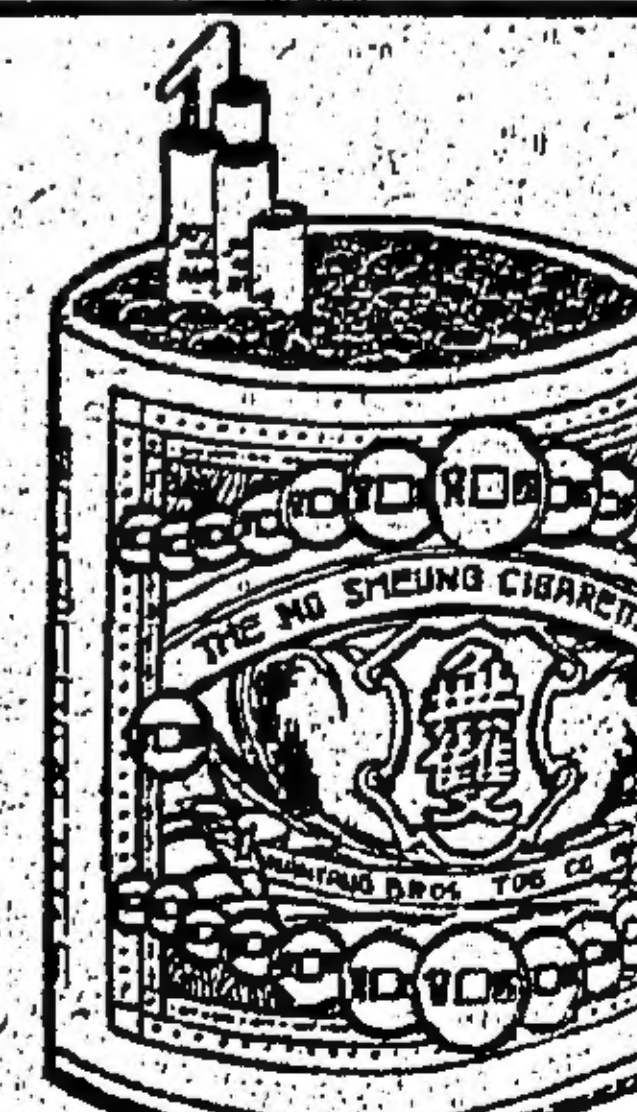
ASK FOR MO SHEUNG CIGARETTES.

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used.

On sale at all tobacconists.

NANYANG BROS. TOBACCO CO.



INTIMATIONS.

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the CHINA FIRE INSURANCE COMPANY, LIMITED, will be held at the Registered Office of the Company, Union Building, Pedder Street, Victoria, in the Colony of Hong Kong, on TUESDAY, the 15th DAY of FEBRUARY, 1927, at 12.30 P.M., when the Subjoined Resolution will be proposed:—

- (1) That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added: "All meetings of the Company shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

- (2) That in Article 89 in the first line thereof the word "Society" and the word "shall" be deleted and the word "Company" be inserted from which the business of the Society shall be managed, conducted and controlled.

- (3) That between Articles 108 and 109, the following new Article be inserted:—

"Place of Meetings."—All meetings of the Directors shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

- (4) That in Article 123 (b) in the third and fourth lines thereof the words "both in Hong Kong and" be deleted and in Article 123 (d) in the fourth line thereof the word "purpose" and the word "and" be deleted and the word "purpose" be inserted outside the Colony of Hong Kong.

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly. Dated this 31st day of January, 1927.

By Order of the Board,
PAUL LAUDER,
General Manager.

BRITISH TRADERS' INSURANCE COMPANY, LTD.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the BRITISH TRADERS' INSURANCE COMPANY, LIMITED, will be held at the Registered Office of the Company, Union Building, Pedder Street, Victoria, in the Colony of Hong Kong, on TUESDAY, the 15th DAY of FEBRUARY, 1927, at 12.15 P.M., when the Subjoined Resolution will be proposed:—

- (1) That in Article 65 in line 2 thereof the words "and place" be deleted and that at the end of such Article, the following words be added: "All meetings of the Company shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

- (2) That Article 80 be deleted and in lieu thereof the following Article be substituted:—

"Place of Meetings."—On a show of hands every member present shall have one vote, and upon a poll every member present in person or by proxy shall have one vote for every share held by him. No member shall be entitled to vote on a show of hands unless such member is a corporation present by a proxy or a company present by a representative duly authorized by the Directors under Section 89 of Ordinance No. 18 of 1911, in which case such proxy or representative may vote on the show of hands as if he were a member of the company."

- (3) That in Article 89 in the first line thereof the word "company" and the word "shall" be deleted and the word "Company" be inserted from which the business of the company shall be managed, conducted and controlled.

- (4) That between Articles 108 and 109, the following new Article be inserted:—

"Place of Meetings."—All meetings of the Directors shall be held in Hong Kong or in such other place outside the United Kingdom as the Directors may from time to time determine."

- (5) That in Article 123 (b) in the third and fourth lines thereof the words "both in Hong Kong and" be deleted and in Article 123 (d) in the fourth line thereof the word "purpose" and the word "and" be deleted and the word "purpose" be inserted outside the Colony of Hong Kong.

Should the above mentioned Resolution be passed by the requisite majority, it will be submitted for confirmation as a Special Resolution to a further Extraordinary General Meeting, and such Meeting will be held on Friday, the 4th day of March, 1927, at the same time and place, for the purpose of considering and, if thought fit, confirming such Resolution as a Special Resolution accordingly. Dated this 31st day of January, 1927.

By Order of the Board,
PAUL LAUDER,
General Manager.

INTIMATIONS.

With mirth and laughter let old wrinkles come;
And let my liver rather heat with wine,
Than my heart cool with mortifying groans.
Why should a man whose blood is warm within,
Sit like a third-rate tragedy in a state of alabaster?
Sleep when he wakes? And creep into the jaundice
By being sober?

Merchant of Venice. Act 1, Sc. 1.

Fine SHERRIES

Grown, Bottled and Shipped by
GEO. G. SANDEMAN
SONS & Co.,
Xeres de la Frontera
and Oporto.

	DUTY PAID.	Per Case.	Per Bot.
Light Dry	\$35.00	\$3.00	
Solera	37.00	3.10	
Very Pale Dry	40.00	3.40	
Pale Dry Nutty	44.00	3.75	
Fine Old Brown	47.00	4.10	
Brown Bang	57.50	4.85	

and Fine PORTS

Invalid	\$42.00	\$3.70
Douro	41.00	3.80
Old Tawny	44.00	3.80
Estrella	49.00	4.25
Very Old Tawny	64.00	5.50
Oldest & Finest	66.00	5.75

A. S. WATSON & CO., LTD.

Wine and Spirit Merchants.

MARRIAGE.

CLEAR—JOHNSON.—On January 26th, at Shanghai, ARTHUR WILLIAM, eldest son of H. W. CLEAR, of Leicester, to MARGUERITE JANIE, youngest daughter of E. GROVE JOHNSON, of Brentwood, Essex.

DEATHS.

TUTTLEMAN.—On November 13th, at Los Angeles, I. G. TUTTLEMAN.
BEELEY.—On January 26th, at Shanghai, PERCY MONTAGU BEELEY, L.R.I.B.A.
CROOKS.—On January 26th, at Shanghai, ROBERT REX CROOKS, aged 47 years.

Hong Kong Office: 11, Chater Rd.
London Office: 121, Fleet St., E.C.

The Daily Press.

HONG KONG, FEBRUARY 1st, 1927.

CHINA AND NATIONALISM.

It can be accepted as a fact that a great deal of what is going on at present in China is carefully stage-managed, with a view to infusing into the populace that spirit of unity and purpose which will once more give them control in the affairs of their own government. Some of those in authority are not over-scrupulous in their method, and seem to think that the militarists, who regard the people simply as something upon which they can prey, have to be overcome by any means, however bad, that suggest themselves.

There are two factors on which they rely in order to realise their aim. First there is the Russian power from which they draw their knowledge of propaganda organisation. This propaganda, to be effective with the illiterate class, has to be as lurid and extreme as possible. Regard for the truth or consideration for the rights of civilised

usage are matters of minor consideration when appealing to the masses. Hence the parade at Foochow of the dead babies, whose eyes the foreigners had gouged out, according to the story, to make medicine for themselves. No person pretending to knowledge believed anything of the sort, but if a lie will rouse people from their lethargy and make them show interest in their country, a lie will be used no matter how revolting to others outside the movement. The whole incident was a sad commentary on the gullibility and appalling ignorance of the masses.

The other consolidating factor is British Imperialism. It is against this apparently that the ire of the people can best be raised. In a way this feature of the campaign is a compliment to ourselves, for it means we have been selected because our interests are so widespread and so spectacular. No other nation could have served the same purpose for rallying the disunited elements, for no other nation has penetrated with its influence into so many parts of China. We are regarded as the head and trunk of the foreign body.

This may be all very well from the Chinese point of view at present though it produces disastrous consequences for us, but the danger of concentrating the minds of the nation by appealing to the lowest passions, will involve grave difficulty when unity is gained. If such a consummation is ever achieved. The day of reckoning comes when the fair promises of prosperity and universal happiness made just now to depend on the destruction of British influence have to be made good. Conditions will not improve and then it will be found that the British in China have no more to do with the corrupt political system and the degrading economic conditions prevailing than the British in Japan have to do with the internal situation in that country. A great deal has been written on the National ideals and aims of the Canton party. These have been welcomed and approved by all British people, but the methods which are being pursued to achieve these ideals are in many cases so disgraceful that the movement itself necessarily tends to become suspected. There are three phases in the use of force in China. There is first of all the ordinary bandit, who makes a good living by the usual methods of terrorism, kidnapping and murder and then by levying toll on villages and cities in return for a measure of protection. There is next the Tsuchun, with forces too large to be called bandits, but only different from the latter in carrying on their operations on a much bigger scale. In both these cases, the people groan and suffer under the yoke and submit with ill grace. Now the Southerners have improved on the methods of the first two. Taking

advantage of the spirit of discontent against their former masters, which is widespread, they have made the discovery that they can achieve the same results on a far greater scale not in spite of, but with the co-operation of the people. This is the last phase of the movement.

A genuine national movement, it is argued, would consolidate the South and prove by reforms, political, social and educational, that it was thoroughly sincere in its aim. But there is the same lust for power, the same anxiety to control the rich centres; the same vexatious levies, and heavy taxes, the same vast armies, as before. There is no time for setting up model administrations except in wordy documents. We ourselves have no desire to discredit the national movement, which, if really genuine, is the one hope of China, but a movement must be judged by its fruits and not by the grandiose promises which its leaders make. In other words, we feel that the events, which have recently characterised its development, are not a wholesome testimony of its purity, and that unless it sheds its malign influences, and pursues its course with cleaner hands, the last state of China under such unscrupulous leaders will be worse than the first.

One Chinese case of diphtheria and one Indian case of rabies were reported on Sunday.

Mrs. Black has resigned the Hon. Secretaryship of the St. John's Cathedral Women's Guild, and Mrs. Featherstone has been elected to the office.

As a result of the recent concert given by the Hong Kong Male Voice Choir on behalf of St. Peter's Church Repair Fund, the sum of about \$270 has been raised.

The social gatherings on Sunday evenings at St. John's Cathedral have been well attended, and it is hoped to continue them this month, every fortnight, viz., on the 8th and 20th.

A number of overcoats, placed on the table at the entrance to the dress circle of the Theatre Royal on Saturday night, are reported to have been stolen during the pantomime performance.

The forthcoming wedding is announced of Mr. H. des Remedios, bank assistant, of No. 608, Avenue Joffre, Shanghai, to Miss Phyllis Maria d'Almada Castro, residing at No. 1, Lyemun Villas, Mody Road, Kowloon.

It is announced in St. John's Cathedral Notes that boys' voices are required for the Cathedral Choir. Boys wishing join the choir, should apply to the organist at the Cathedral on Tuesday evenings, between 5 and 6 o'clock. Scholarships (taking the form of free education at the Central British School) are awarded to Choir-boys, under certain conditions. Printed forms, giving information regarding these scholarships and other particulars of membership may be obtained from the organist, or from the vergers at the Cathedral.

DIES AMBROSIANA.

[WITH PROFOUND APOLOGIES, ESPECIALLY TO THE CHIEF AND THE 3rd HANDS' UNION.]

As I blew into the Club last night I met a man I know
Whose face in a general sort of way is a picture of deepest woe.
We met right under a lamp, we did, so I saw his features clear,
And I nearly fell down the steps again; he was grinning from ear to ear.
So I took him gently by the hand, and drew him towards the bar,
And planted him firmly in a seat, where the little round tables are.
And I said "You can take it from me, my lad, that to-night you'll get no rest
'Till you're unburdened your sinful soul of what you consider the best."
"Have you thought of a scheme, (it's an idle dream I), to live on your Service pay?"
"Or has your bow-shutter caused Dockyard to utter the word that they shouldn't say?"
"Disguised as a rating (W.T.) do you hope to get up to the 'war'?"
"Or has your Third Hand shown signs of sense?—(Yes, yes, so you mentioned before)."
"Have you had a despatch from My Lords to state that Naval Officers here
Are exempt from the payment of Income Tax, refund being made for last year?"
"There must be something remarkable up when we see you looking glad."
"So, adjusting your features to human guise, just cough it all up, my lad!"
But he shook his head as he gaily said: "I suppose the times are slack."
"But the jolly old Dockyard have taken and put the Toss-pot's funnel back."
"And now it's a perfectly wizard show: to-morrow we'll all be found."
"Requesting the Ashcats to take us along and show us the wheels go round!"

E. W. H.

NOTICE.

NOTICE IS HEREBY GIVEN that Mr. LAY IM TO Having retired from this firm by mutual consent, his Responsibility and Interest ceases on 31st JANUARY, 1927. The Business will be carried on by Mr. M. STEGER under the Style of STEGER & CO.

LAY, STEGER & CO.
1st February, 1927.

NOTICE.

WE Have this DAY Admitted Mr. TAM SHUET YAU as Partner in our Firm
STEGER & CO.
1st February, 1927.

FANLING POINT-TO-POINT RACES.

THURSDAY, FEBRUARY 2nd.

FIRST RACE FOR MOUNTED JUVENILES 11 A.M.
SECOND RACE (Open) 3 P.M.

BUSES will leave the "HURDLES" at 10.30 A.M. and 2.30 P.M. to the Competitors and Spectators to the Starting Point near SOVA'S BUNGALOW.

BANK HOLIDAYS.

IN Accordance with Ordinance No. 15 of 1919, the EXCHANGE BANKS will be CLOSED for the TRANSACTION of PUBLIC BUSINESS on WEDNESDAY, and THURSDAY, the 2nd and 3rd FEBRUARY, 1927.
Hong Kong, 27th January, 1927.

NOTICE.

WE HAVE REMOVED Our Office from ALEXANDRA BUILDING to EXCHANGE BUILDING, TRADING FLOOR.
L. DUNBAR & CO.

NOTICE.

MONIES Up to \$400,000 are Available for Investment on First Class Mortgages Security subject to a Trustee Valuation.
Apply to—
Messrs. DEACONS,
1, Des Voeux Road Central, Hong Kong.
Hong Kong, January 18th, 1927.

UNION INSURANCE SOCIETY OF CANTON, LTD.

THE CERTIFICATE No. 7879 for 8 Shares, 24 Per Share Paid Up Numbered 62091/62098 and 85603/85606 in this Society standing in the Name of MRS. MARIA WU DA SILVA, of CANTON, has been declared LOST, and if at the Expiration of One Month from the Date hereof the above Document be not forthcoming the said Certificate will be deemed CANCELLED and of No Effect, and a NEW CERTIFICATE for the 8 Shares will be issued in its stead by the Society.
PAUL LAUDER,
General Manager.
Hong Kong, 6th January, 1927.

HONG KONG BOXING ASSOCIATION.

FIFTH TOURNAMENT OF THE SEASON.
SATURDAY, 5th FEBRUARY, at 9.15 P.M. AT THE THEATRE ROYAL.

MAIN EVENTS:

15 BOUND CONTST FOR MIDDLEWEIGHT CHAMPIONSHIP OF THE COLONY
(A.B.S. Terms)
H.M.S. (Terms)

STOKER NORMAN MORRIS (H.M.S. Terms)

ALSO

10 BOUND LUNGEWEIGHT CONTST

L.B. HALL (H.M.S. Terms)

STOKER PERCY LAKE (H.M.S. Terms)

AND

FOUR OTHER CONTSTS.

BOOKING AT MOUTHERS—

McKENN—1st FEBRUARY

GENERAL PRICES—1st & 6th FEBRUARY

USUAL PRICES. (4494)

THE CRISIS IN CHINA.

CHINESE FOREIGN OFFICE SEND A NOTE TO THE BRITISH LEGATION.

REQUEST THE IMMEDIATE RECALL OF THE SHANGHAI DEFENCE FORCE.

HOME COMMENT ON SIR AUSTEN CHAMBERLAIN'S SPEECH.

YANGTZE VALLEY STILL IN A FERMENT.

[THROUGH REUTER'S AGENCY.]

A NOTE FROM THE WAICHAOPU.

PEKING, Jan. 31st.

The Waichiao-pu to-day sent a Note to the British Legation hoping that the British Government would "give the necessary instructions for the immediate withdrawal of the troops despatched to China, so that nothing untoward may happen to mar the friendly relations now happily subsisting between the two nations."

TWO PUNJAB REGIMENTS FOR CHINA.

CALCUTTA, Jan. 31st.

Two battalions of the Punjab Regiment have embarked for China aboard the a.s. *Sirdhana*.

JAPANESE TO EVACUATE AT CHANGSHA.

CHANGSHA, January 30th.

Japanese women and children are now standing by prior to evacuation.

[NAVAL WIRELESS.]

HANKOW QUIET.

HANKOW, January 30th.

Hankow remains quiet. An Italian vessel arrived to-day loaded with Chinese troops. It is feared that labour unrest will develop after Chinese New Year.

KIUKIANG AGITATORS.

KIUKIANG, January 30th.

Labour agitators have been interfering with the Customs launch, and the Commissioner of Customs has decided to close down.

The godowns on the hulk have not yet been opened.

CHINESE CONTRACTOR ARRESTED.

WANHSIEN, January 30th.

Trouble is being experienced in getting coal supplies. A Chinese contractor has been placed under arrest by the local authorities for supplying coal to the a.s. *Kikisuo*.

COMMANDEERED STEAMERS.

ICHANG, January 30th.

Troop movements are continuing down river. All steamers were commandeered yesterday, but two British steamers seized were cleared of troops and their engines dismantled.

[THROUGH REUTER'S AGENCY.]

FLEET STREET'S VERDICT.

UNANIMOUS APPROVAL OF SIR AUSTEN CHAMBERLAIN'S SPEECH.

LONDON, Jan. 31st.

Fleet Street had the week-end in which to assimilate Sir Austen Chamberlain's speech, and to-day expresses itself with extraordinary unanimous approbation. The *Morning Post* says that this lucid, straightforward explanation of our policy leaves not a particle of excuse for further misrepresentations either at home or abroad. The *Times* extensively quotes published opinions of representative politicians of all Parties, showing essential agreement in the Government's policy and adds that even Sir Austen Chamberlain's bare outline, the British proposals are, clearly, far-reaching and extraordinarily generous—too generous perhaps to satisfy the hardly-ried British community, whose enterprise

and example have been of infinite value to China in the past. They will require the most careful examination in details, but at present the obvious fact is that the Government are not leaving a stone unturned in search of what Sir Austen Chamberlain hopefully describes as a permanent basis for mutual respect and good feeling. The *Daily Telegraph* is satisfied, but wishes that Sir Austen Chamberlain had given a more detailed account of the sort of arrangement contemplated in the administration of the Concessions, and assumes that there will not be a departure from the principle that the maintenance of order and the safeguarding of property must in all cases be effectively guaranteed for those areas in which British interests are centred. The announcement of far-reaching proposals and change in the position of British residents in China, is accompanied by a satisfactory plain-spoken statement of Britain's attitude towards anti-British agitation, fostered by one of the Chinese Governments, to which these efforts of readjustment have been made. The *Daily Express*'s only criticism is that Sir Austen Chamberlain would have been well-advised to have made his welcome speech earlier.

Liberal Press Opinion.

The Liberal journals in no respect withhold warm praise. The *Daily Chronicle* remarks on the essential unity of all parties and agrees with the necessity of safeguarding British lives and property in Shanghai, but utters the reminder that the enemies of British trading interests in China—and they are not confined to Russians—are anxious to embroil us in an armed conflict with the Chinese which would undo the efforts of good diplomacy; but the paper is convinced that Sir Austen Chamberlain is very anxious to avoid such a result.

The *Daily News* says that Sir Austen Chamberlain's conciliatory and restrained speech offers the Cantonese and China at large a priceless opportunity to negotiate a peaceful and profitable settlement. Sir Austen Chamberlain has the satisfaction of knowing that his diplomatic policy is unqualifiedly supported by both Opposition parties as well as by the general body of British public opinion.

The *Westminster Gazette* says that this is more than a half-way house and leaves the door open for the fullest and most final revision when there is a stable government or governments to represent the Chinese nation beyond the present *de facto* stage. It notes that Mr. Ramsay MacDonald and Mr. Lloyd George are in the same temper as Sir Austen Chamberlain and as long as Sir Austen Chamberlain is allowed step by step it is difficult to justify the charge that there is a War Party behind the scenes.

The *Manchester Guardian* says that if Mr. Chen shows the same degree of political courage on one side as Sir Austen Chamberlain has shown on the other, and if Mr. Chen is willing to ignore the noisy extremists, who insist on expelling the foreigner bag and baggage, and really, seeks a practicable and honourable settlement, he will certainly find one within the British Government's proposals, so as to prevent the necessity for the disembarking of the Defence Force now on its way to Shanghai. The paper concludes by stating that Sir Austen Chamberlain offers the Cantonese in the main the substance of sovereignty and independence, without holding nothing which the Chinese could not be certain of winning peacefully as soon as they make the best of what they can now have for the asking.

EGYPTIAN COTTON.

IMPORTANT STATEMENT BY A BRITISH EXPERT.

[THROUGH REUTER'S AGENCY.]

CAIRO, Jan. 31st.

Interviewed by Reuter's correspondent, Mr. William Howarth, a very large user of Egyptian cotton and vice-president of the British Master Cotton Spinners' Federation, said that the master cotton spinners considered that the proposed restriction of a cultivated area would be unjustified if it were solely intended to raise the price to a level. It would be unwise since Egypt's interests would be best served in producing as much cotton as possible at an economic price. He declared that Sakellariadis from the State domains was just as good as Maadad cotton, of which there were only 15,000 bales to be produced in 1927. It was better for yarn but not as good as Sakellariadis for twist purposes. Egypt could and must get back to the original quality of Sakellariadis and must discontinue mixing pillon with seed.

BRITISH LABOUR LEADER'S VIEWS.

[THROUGH REUTER'S AGENCY.]

LONDON, Jan. 31st.

Mr. J. H. Thomas, addressing a meeting at Newton Abbot, said that he would not hesitate to say at once that the Government, having decided that troops were necessary to defend our nationals in China, it was infinitely preferable to send a big Army than a handful of men.

[BRITISH WIRELESS SERVICE.]

Mr. J. H. Thomas, ex-Labour Minister, said he could understand the hurry of the embarkation of troops, but frankly he did not subscribe to that view. He did not know whether it was necessary to send troops but that was the matter that the Government of day, with greater knowledge and fuller responsibility must, however, determine. He had no hesitation in saying that if force was to be sent to protect British nationals he would intentionally advise them to send a big army rather than a handful of soldiers.

[THROUGH AMERICAN SERVICE.]

FAVOURABLE AMERICAN COMMENT.

WASHINGTON, Jan. 31st.

The *Washington Post* is the only comment so far available on Sir Austen Chamberlain's pronouncement. The paper says that no American will begrudge Britain the credit that goes with a good deed cheerfully performed.

[THROUGH REUTER'S AGENCY.]

FRENCH COMMENT.

PEKING, January 29th.

Opinion in France appears to be divided with regard to the respective merits of the policy of wait and see and the policy of swift diplomatic action in China. The former is advocated in the *Matin* by M. Jules Sauerwein, who suggests that there are moderate elements within the Kuomintang who are ready to negotiate on the basis of the British Memorandum. Britain, by sending forces to Shanghai, is strengthening the hands of the Bolsheviks, who are trying to stir up the mob and swamp the scruples of the moderates.

If all the Powers maintained the level-headedness shown by France, Japan and America it would be a simple matter to come to an understanding with the moderates in the Canton Government, provided they were treated fairly. The League of Nations might take the initiative in studying the Chinese question.

On the other hand, the *Oeuvre* declares that France ought to follow the example of Britain and negotiate simultaneously with Peking and Canton to renounce privileges which can no longer be upheld.

DUTCH MARINES.

TO REINFORCE LOCAL TROOPS IN THE EAST INDIES.

[THROUGH REUTER'S AGENCY.]

AMSTERDAM, Jan. 31st.

At the request of the Dutch East Indies Government a number of marines are being dispatched to the East Indies in February to reinforce the local troops.

AUSTRALIAN CHAMPION SHIPS.

MELBOURNE, Jan. 31st.

The finals in the Australian Tennis Championships resulted in Patterson defeating Hawkes, 3-6, 6-4, 3-6, 1-6, 6-4. Patterson and Hawkes defeated Wood and McInnes, 5-6, 6-4, 6-3.

AN ENORMOUS CREDIT.

FRANCE TO PAY HOLLAND 25,000,000 FLORINS.

AMSTERDAM, Jan. 31st.

The Dutch newspapers announce that France has arranged to pay the Netherlands a credit of 25,000,000 florins, entered upon in August, 1919, for reconstruction work in Northern France. The repayment is being made two and a half years before due date.

PERSIAN CABINET RESIGNS.

TEHRAN, January 30th.

The Cabinet has resigned, in consequence of the Independents joining the Opposition in tabling an interpellation in connection with the recent correspondence between the Government and the Anglo-Persian Oil Company and also the non-settlement of a trade treaty with Russia.

IMPORTANT TELEVISION DISCOVERIES.

WHAT IT MAY MEAN IN WAR. YOUNG INVENTOR'S WORK.

Mr. J. L. Baird, the young inventor of the television, recently enabled members of the Royal Institution to see each other in the dark. It will be recalled how last January he proved the possibility of reproducing at a distance, by wire or wireless, the face of a man who sat before his transmitter, and to achieve that result Mr. Baird had studied the problem for fifteen years. The demonstration suggests that the past year's experiments have been more fruitful than all that went before them—in January, 1926, "Television" was an interesting scientific fact, with a problematical commercial future; to-day it is an instrument of great potential value, both for peace and war.

Discovered By Chance.

Armed with the perfected television, a belligerent could see his enemy, in the dark, without "giving away" his own position; a motorist could pierce the thickest fog; and the navigator of a ship need never be blinded by the mist. And, like so many other inventions of supreme utility, this wonderful gift to the world came almost by accident; in seeking to eliminate what was regarded as a defect in the earlier television the inventor wrought better than ever he had anticipated. A few months ago the image could only be transmitted if it was placed in a powerful light. "Subjects" so treated complained that the light hurt their eyes. Mr. Baird worked on in the hope of removing this objection, and eventually found success in a "light" that cannot be seen at all.

That light—the "black" light—consists of the infra-red rays, which, although invisible to human eyes, react as strongly upon Mr. Baird's light-sensitive cells as did the powerful incandescent lamps. Every movement made by the "subject," sitting in the dark, is reproduced across the wire upon a screen; and if a telephone be substituted for the screen the face can actually be "heard." Well-marked features make a "crack, rasping" sound; a smooth pretty face makes what one hearer has termed a "silbent" sound. A little practice enables one to identify a specific "face" in the dark" by its sound. Many of the almost limitless possibilities of such an invention must be obvious to every one.

Mr. Baird, the television's inventor, who is a "son of the Manse," was educated at Glasgow University, and by profession is an electrical engineer.

MEXICO'S OIL LAW.

STILL STRUGGLING IN THE COURTS.

[THROUGH AMERICAN SERVICE.]

MEXICO CITY, Jan. 31st.

The First District Court has refused the application of the Aguila Oil Company for a "definite Amparo" against the operation of the new Petroleum Laws, which have been issued in response to a public need and constitute a part of the economic and political structure of the nation.

"DIVINE TOBACCO."

DOCTORS DEFEND IT—IN MODERATION.

"Divine Tobacco" is honoured in the January number of "The Practitioner" with three interesting articles by some eminent medical authorities. Though their perusal will not justify the tobacco smoker in shouting from the house-tops, it will provide him with many shafts to turn effectively upon his critics. First, Sir Humphrey Rolleston, Physician-in-Ordinary to his Majesty the King, deals with the effects of tobacco smoking on the digestive system, and from this we gather that there is a pretty considerable list of penalties to pay for excessive or even moderate smoking.

Fertile Cigarette Holders.

Next, Sir Robert Armstrong Jones, the Lord Chancellor's Visitor in Lunacy, takes in hand the nervous and mental aspect of smoking. Here, after being assured that chewing and snuff-taking are negligible indulgences—satisfactory to "salts" and Scotsmen—we are informed that in cigarette and even cigar smoking little of the harmful nicotine is inhaled, whereas in pipe smoking the offensive refuse is liable to be swallowed. Therefore, when a lady indulges in the common practice of the sex of smoking her cigarette through a holder "to the bitter end," she tends to assimilate the effects of cigarette smoking to those of a pipe, and with the same unpleasant results. The writer vouches that women are more temperate than men in the use of cigarettes. While, says Sir Robert, smoking is said to preserve the enamel of the teeth, it tends to pyorrhea and to loss of the lower teeth; whereas as old people with out teeth, or with false teeth, cannot comfortably grip a pipe, they take to cigars if means permit. Summing up the pros and cons, the writer comes to these seven conclusions: after laying it down that always the tobacco smoked should be of the best:

Cigarettes Good in Moderation.

Tobacco smoking is a sedative with pronounced physical effects supplemented by the arousal of the aesthetic emotions.

Speaking generally, it is not injurious to grown-up people if moderately indulged in, but on the contrary it has a soothing influence on the nerves, and contributes to calm thought and continuous mental exertion.

Cigarette smoking in moderation is the most wholesome, or the least harmful, form of indulgence.

In pipe smoking the bowl of the pipe should be shallow, to allow more air and more frequent filling.

Pipe smoking demands the use of the tooth-brush at least twice a day, otherwise pyorrhea, etc.

Cigar smoking is cleaner and less toxic than pipe smoking. A short cigar is better than a long one.

Tobacco smoking is injurious to growing youth in any form, and in them frequently induces a craving for alcohol.

Helpful Under Modern Conditions.

The third article is by Prof. W. E. Dixon, Examiner in Pharmacology at Oxford, and Cambridge, etc. Speaking of true drug addicts has resulted, happily, this phase of civilisation is almost unknown in England. The ordinary man under the strained conditions of modern existence finds that tobacco provides a soothing, beneficial, and relatively harmless effect.

President Kruger's travelling wagon which it was announced in November, the City of London Corporation had decided to offer to the Dominion of South Africa, has now been shipped to South Africa.

OBTUARY.

SIR ROBERT JARDINE.

THE HEAD OF THE "PRINCELY HONG."

[BRITISH WIRELESS SERVICE.]

Rugby, Jan. 31st.

The death is announced of Sir Robert Jardine, head of the great China firm of Messrs. Jardine, Matheson & Company. Sir Robert died suddenly yesterday.

(Sir Robert William Buchanan Jardine, born in 1868, was the son of Sir Robert Jardine, whose baronetcy was conferred upon him in 1888. In 1908, the firm of Messrs. Jardine, Matheson & Company was converted into a private limited liability company with the baronet who has just passed away as its first Governing Director, and with Messrs. Wm. Keswick, M.P., W. J. Gresson and Henry Keswick as its Managing Directors. He was well-known in England as a prominent race horse owner. His business activities in connection with the House of "Ewo," was very largely confined to the firm's London establishment.)

THE CHINESE ARMY.

THE CHINESE ARMY AS A MILITARY FORCE. By Lawrence Timpson. (Simpkin, Marshall, 12s. 6d. net.)

We have to hand the following review that appeared in a recent number of the *Daily Telegraph* of an English observer's opinion of the modern Chinese armies, their leadership, organisation, and fighting power. Mr. Timpson, the author believes that there is in China plenty of first rate military material.

The kaleidoscope of the Chinese wars is so confusing to the English public that there should be a wide welcome for this survey by an eye-witness who brings to the task not only trained powers of observation and military knowledge, but a personal acquaintance with the warring leaders. Interest and point is added by the fact that Mr. Timpson makes his survey from the standpoint of the worth of the Chinese forces in a trial of strength against the forces of a foreign power.

He brings out clearly the topographical conditions which have influenced the fighting, and he confirms the long-standing opinion that while the staff and regimental officers are inefficient, especially in organisation, the soldier is a brave and effective instrument under good leadership.

The artillery, bad beyond belief in 1922, has improved in making its guns, but still wastes most of its ammunition through defective ranging and control. A similar purposelessness has rendered abortive the Chinese use of aircraft for reconnaissance, and for bombing strategic points.

But the greatest weakness of all is to be found in the supply services, where ignorance of the elements of railway transportation blocks the lines in rear, while in front the troops are underfed and underclad.

In a comparison Mr. Timpson shows that the strength of Wu Pei Fu's command centred in himself, a really capable general, whereas although Chang Tso Lin and Feng Yu Hsiang were of lesser ability, their control rested on a better subordinate basis. The campaign of 1925 revealed a marked improvement both in strategic manoeuvre and in tactical execution, and the author's conclusion is that this progress under the pressure of experience would be strongly accelerated under the pressure of necessity in a struggle with external military forces, and "an offensive alliance with either Russia or Japan... could supply the missing factor which would render the yellow race a deadly menace to the peace of the world." The numerous photographs are a very real asset to this pen picture of the state and character of the Chinese armies.

SWISS MARRIAGE RIDDLE.

BOND TIED BY DISMISSED REGISTRAR.

Many couples who have been married during the last few years in the Zurich district in the Swiss Canton of Aargau, have learned with consternation that their marriages will in all probability be declared invalid. Two years ago the registrar of the district was dismissed and his son appointed in his place. Unknown to the authorities the father, it is alleged, continued to act as registrar until quite recently, and it is the validity of the marriages contracted since his official dismissal which is now being questioned. "Penal" action is being taken against the ex-registrar and his son.

LAWN TENNIS.

"SUZANNE'S" PROFITS AS A PROFESSIONAL PLAYER.

[THROUGH AMERICAN SERVICE.]

NEW YORK, Jan. 31st.

Suzanne Lenglen received \$100,000 as her share of the proceeds of the four months' season as a professional. Her contract guaranteed her 60 and 50 per cent. of the gate receipts. Mary Browne received 30 and 5 per cent. of the receipts and Vincent Richards 35 per cent. Manager Pyle, who received between 50 and 75, announces that he is planning a world tour for "Suzanne," which will include Britain, France, Germany, Japan and Australia.

NEW TERRITORIES CHRISTIANS WANT SUPPORT.

AN ELOQUENT APPEAL BY PASTOR LIU.

At the Union Church, Kowloon, Pastor Liu Pak Shing made an eloquent appeal on Sunday night for support of Christian work in the New Territories.

Mr. Liu said that when he became a Christian twenty years ago he was forced to leave his home at Lo Wu.

He started to preach the Gospel in a small hut on the hillside, but since its commencement the movement had steadily grown at the present time, and more and better accommodation than they now possessed was needed.

The Rev. H. R. Wells, who interpreted for Mr. Liu, remarked that he had known the speaker for about fifteen years and was well acquainted with the remarkable work he was doing.

The Rev. J. Horace Johnston, pastor of Union Church, Kowloon, spoke in support of the appeal and intimated that surplus Sunday School funds would be devoted to the work, with collections, through the Hong Kong and New Territories Evangelistic Society.

DEFENCE FORCE AND NAVAL ROUTE MARCH.

The Hong Kong Volunteer Defence Corps and a Naval detachment, turned out in force again last evening for another route march through the Western and Eastern districts.

The Volunteers, in view of the members of the Corps having had longer notice than they did for last Friday's march, had a stronger muster, and close on 500 marched from Headquarters. The Naval detachment was of similar strength. Needless to say the parades were watched by thousands of Chinese.

PUNJABIS ARRIVE AT SHANGHAI.

FIRST BATCH OF DEFENCE FORCE TAKE UP QUARTERS AT RACE COURSE.

The *N.C. Daily News* describes the arrival of the first batch of 400 men of the 5th Battalion, 2nd Punjab Regiment (87th) in Shanghai as under—

Under the command of Lieut. Colonel V. Coates, some 400 of the 5th Bn. 2nd Punjab Regiment (87th) arrived in the a.s. *Glasgow* from Hong Kong.

Headed by Insp. Beale and four Sikh troopers of the S.M. Police, the Punjabis marched from the wharf, via Broadway, the Bund, and Nanking Road to their quarters at the Race Course, where very comfortable billets had been arranged on the top floor of the new grand stand. On the way their band alternated with the pipes in eveninging the march into town, and these, the first troops to reach Shanghai in connection with the latest policy of the British Government for the protection of its nationals in China, created a very good impression by their business-like appearance.

CONSIGNEE NOTICES.

NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN LINE

FROM NEW YORK.

THE Steamship "CITY OF LAHORE" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 7th February, 1927, will be subject to Rent.

All Claims against the Underwriter must be presented to the Underwriter on or before 14th February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 31st January, 1927. [4503]

NOTICE TO CONSIGNEES.

AMERICAN & ORIENTAL LINE.

FROM NEW YORK & SAN FRANCISCO.

THE Motor Vessel "ELMBANK" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 7th February, 1927, will be subject to Rent.

All Claims against the Underwriter must be presented to the Underwriter on or before 14th February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on Monday, 13th February, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 31st January, 1927. [4504]

NOTICE TO CONSIGNEES.

CORAN STEAMSHIP CO., LTD.

AND CHINA MUTUAL STEAM NAVIGATION CO., LTD.

FROM NEW YORK VIA MANILA.

CONSIGNEES per Co's Steamship "ANTLOUGH" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will be at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 1st February.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays, between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th February, will be subject to Rent.

All Claims against the Underwriter must be presented to the Underwriter on or before the 23rd February, or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

31st January, 1927. [4505]

THE BEN LINE STEAMERS.

LIMITED.

FROM LEITH, MIDDLEBRO', ANTWERP, LONDON, STRAITS AND PHILIPPINES.

The Steamship "BENLAVERA".

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra-hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 7th February, 1927, will be subject to Rent.

All Claims against the Underwriter must be presented to the Underwriter on or before the 21st February, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 7th February, 1927, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 31st January, 1927. [4501]

"LEGAL MISCONDUCT."

THE ROWERS OF AN ARBITRATOR.

CHIEF JUSTICE'S JUDGMENT IN RECENT CASE.

AWARD SET ASIDE WITH COSTS.

At the Supreme Court yesterday afternoon, the Chief Justice (Sir Henry Gollan) gave his judgment in the case heard before him on January 13th and arising out of an arbitration between Chinese parties to a building contract. The application was to set aside the award of the arbitrator on the ground that there had been "legal misconduct." His Lordship, in a lengthy judgment, set aside the award with costs.

Mr. Eldon Potter, K.C. (instructed by Mr. R. A. Wadson) applied for the setting aside of the award of Mr. Colbourne Little, of Messrs. Little, Adams and Wood, on the ground stated above.

Mr. C. G. Alabaster and Mr. H. Somerset Fitzroy represented the other party.

The Chief Justice gave judgment as under:— This is a motion to set aside the award of Alexander Colbourne Little, the Arbitrator, under an agreement to refer dated 2nd July, 1924, made between Ng Hing & Company (hereinafter called "the respondents") of the one part, and the Hong Lip Company Limited, (hereinafter called "the applicants"), of the other part.

The first ground put forward on behalf of the applicants is that the Arbitrator misdirected himself in not stating his award in the form of a Special Case, and in not delaying the making of the award until he had notified his intention of not stating the award in such form, and thereby precluding the applicants from applying to this Court for an order for the stating of a case or for the stating of the award in the form of a Special Case.

The powers and duties of an Arbitrator in the above respects are set in s. 544 (1b.) and 1. 560 of the Code of Civil Procedure. Under the former provision the Arbitrator is given power to state an award, as to the whole or part thereof, in the form of a Special Case for the opinion of the Court; and under a 560 an Arbitrator may, and if so directed by the Court shall, state in the form of a Special Case for the opinion of the Court, any question of law arising in the course of an arbitration.

When Technical Misconduct Arises.

The duty of an Arbitrator to state, on request, a Special Case or, if he refuses to do so, to delay his award until a party to an arbitration can apply to the Court for an order directing a Special Case, provided that the application for a Special Case or for an adjournment is not frivolous and made merely for delay, is clear; and if an Arbitrator refuses to comply with either of such requests he is guilty of misconduct and the Court may set aside an award made by him.

Counsel for respondents did not dispute this but argued that, in fact, no application had been made to the Arbitrator to state a Special Case for the opinion of the Court, and, if it had, it was made on frivolous grounds and for purposes of delay; and consequently the duty above referred to had never come into existence. "In order that I may decide as to the existence of this duty it becomes necessary to consider carefully what was said by Mr. Jenkins at the hearing of the award, and by Mr. Zeilny, the Counsel for the applicants, and for the respondents, respectively, before the Arbitrator; as well as the letters which, subsequently to the close of the evidence, passed between the solicitors for the parties and the affidavits made for the purposes of this application.

An Arbitrator's Powers.

Mr. Jenkins, it appears to me, stated clearly the three alternative ways in which the opinion of the Court on the various points of law he enumerated might be obtained. If the Arbitrator decided to state his award in the form of a Special Case, or to submit points of law for the decision of the Court, that would have satisfied the applicants; but Mr. Jenkins goes on to ask, in express terms, "that before actually making the award, the Arbitrator should state what course he intended to follow," so that we may have an opportunity of asking you to state a Special Case." Mr. Zeilny emphasised the right of an Arbitrator to decide questions of law as well as fact and suggested that, in view of the facts of the case, the Arbitrator would be enabled "to dispense with the expense and delay to the parties of a Special Case." Mr. Jenkins obviously felt that what Mr. Zeilny had said might lead the Arbitrator to believe that he had the right to make his award without giving the parties the right to apply to this Court for an order directing the Arbitrator to state a Special Case, and used words which should,

(Continued on next column).

A POET'S "HAUNTED" HOUSE.

HOW MR. STEPHEN PHILLIPS WAS SCARED BY A MOUSE.

THE PLUMBER'S DISCOVERY.

An Egham plumber, Mr. S. Wells, has just revealed a ghost secret he has kept for fifteen years.

A house at Egham (Surrey), then occupied by the late Mr. Stephen Phillips, the dramatist, became notorious on account of a "ghost." When Mr. Phillips returned from a visit to the Continent his wife informed him that the "ghost" had driven everybody from the house. The servants, even, had gone.

Nothing would induce Mr. Phillips to go near the house again.

Hundreds of people visited what became known as "the haunted house," and it remained empty for a long period.

Wells, it appears, was commissioned at the time to do plumbing repairs at the house; and in the garret he ran the "ghost" to earth. The noise nearly scared him to death before he found a partially emptied cotton reel on the garret floor, resting against the wainscoting.

Cotton from the reel ran from a crack in the woodwork to where a mouse had made a nest. Periodically the mouse would tug at the end of the cotton to obtain material for its nest, and the reel would revolve, making a weird noise in the hollow wainscot. Naturally, when anyone approached the mouse scampered away and the noise ceased.

I think, have made it clear to the Arbitrator that his clients desired to have the points of law mentioned him decided by the Court, and that if he ignored this desire he (the arbitrator) would be acting wrongly.

Without giving any previous notice of his intentions, the arbitrator, by a letter dated 20th March, 1926, informed the solicitors for the applicants dated 23rd March, in which they called his attention to the statements of Messrs. Jenkins and Zeilny, above set out, and asked whether he had, as part of his award, stated the questions of law which had been raised in the form of a Special Case.

The arbitrator replied by letter, dated 23rd March, 1926, wrote that the remarks of Messrs. Jenkins and Zeilny supported his recollection "that there was not a definite request from both parties that I should state a Special Case rather than make an award direct," and went on to add "I have taken this course in the hope of avoiding unnecessary expense to both parties."

Where the Arbitrator Went Wrong.

The Arbitrator expressly relies on the fact that the request for the statement of a Special Case had not been made by both parties, an obviously incorrect ground on which to base a refusal to state a Special Case; and neither in this letter, nor in his affidavit, does he allege that he did not realise that the applicants desired, in one of the three ways above mentioned, to have the decision of the Court on the points of law which had been raised in the course of the arbitration proceedings.

In the opinion these facts show clearly that the Arbitrator was perfectly well aware that the applicants desired to raise certain questions of law in the form of a Special Case; and that being so, he was guilty of misconduct in not giving the applicants the opportunity to come to this Court if he did not intend himself to submit these questions for the decision of the Court.

A second ground of objection to the award was raised that it is bad because it is on its face erroneous in matter of law and fact. I think that this award is also bad on the ground of an error of law on the face of it but in view of my decision on the first point I do not think it is necessary for me to deal at length with the arguments on this ground.

In my opinion this award should be set aside, with costs. Mr. Alabaster applied for the matter to be remitted back to the same arbitrator for another decision, and quoted authorities in support of his application.

The Chief Justice replied that he had simply dealt with arguments laid before him at the hearing of the case, and it would mean giving a new judgment if he conceded the points raised by Mr. Alabaster.

His Lordship added that he could not refer the matter back to the arbitrator unless the parties agreed, and Mr. Alabaster said he raised the point of referring back in order to save special costs.

Mr. Potter said they could not agree to the course suggested by Mr. Alabaster. He thought special costs would be avoided by the giving of judgment in the form his Lordship had given it. He thought it was quite possible the parties would agree on the matter.

After further argument by Mr. Alabaster, his Lordship said he must allow his judgment to stand as it was, he had only had the arguments laid before him at the hearing of the case to deal with, and could not consider any other point now.

BIG ROBBERY AT HARRODS.

£10,000 HAUL OF JEWELLERY.

IRON PARTITIONS FORCED.

The most daring and perfectly planned burglary of recent years was carried out between Wednesday night and Thursday morning, December 29th-30th, at Harrods Stores, Brompton Road, S.W.

Jewellery estimated to be worth nearly £10,000 is missing, and at present there is no clue, says the Daily Mail of December 31st.

At least three men must have been engaged in the burglary. Concealing themselves somewhere inside before the stores were closed to the public, they spent nearly twelve hours in the building and during that time:—

Broke through 14 doors;

Pried open 12 strong jewellery cases;

Stole at least 1,000 articles of jewellery and packed them in four stolen suit-cases;

Had a meal of stolen fruit on a divan in the furnishing department;

Removed two tons of furnishing fabric which impeded their escape through a secret door leading from the back of the stores into Hans Road;

Entered a waiting motor-car with their booty under the eyes of a policeman—and vanished.

The Escape.

It was the policeman who gave the alarm. He was on his regular beat in Hans Road at 5 a.m. when the appearance of men from a back door of the stores struck him as unusual. He was yet some distance away, but counted at least two men carrying suit-cases. To him they appeared to be drunk, but this was probably because they were staggering under the weight of their booty.

Just before this an empty car had passed him with his rear number plate unlit. It pulled up at the door. The men got in. The constable, suddenly suspicious, shouted to it to stop. The driver took no notice, the car sped away, and that is the last known of the burglars.

150-Yards Trail.

The constable ran to the door, which he found open and called the night firemen who had been patrolling the stores at intervals. It was then that the trail of the burglars, extending 150 yards from the exit to the rifled jewellery store, was discovered.

The obstacles overcome and the precautions taken show that the burglary was the work of experts who must have been for long engaged in planning their crime. They had a better knowledge of the building even than most of the staff, for the door through which they escaped has not been used for ten years. Its existence was unknown to 99 per cent. of the employees. It was completely concealed on the inside by holes of cloth.

Its appearance from the outside of the building might not, of course, have been overlooked by a prospective burglar planning a raid, but the circumstances lead the police to the view that someone who had an intimate knowledge of the building—possibly a discharged employee—was concerned.

Fingerprints on the rifled cases have been examined, but are probably valueless as clues, since they may have been made by innocent visitors who in the daytime through the stores or by shop assistants who nightly padlock the cases.

The stores are patrolled by firemen during the night, but it takes them two hours to make their rounds, and it was probably between 3 and 5 a.m. that the theft was committed.

At that time the burglars must have been confident that the patrol was far away, for they did not fear to make a noise. To open the jewel cases they bored holes near the top and pried open the lids with some sort of crowbar which has been found. No one heard the twelve loud reports incidental to this operation.

Crawl Under Door.

At another time they evidently had cause to fear the ears of the patrol, for in making their way to the jewellery store they did not raise a sliding iron fireproof door to its full height—a noisy task—but lifted it only six feet and propped it up with boxes so that they could crawl underneath.

A curious fact is that though several bottles in the wine department were moved, no wine seems to have been drunk.

The stolen goods included watches, rings, brooches, ear-rings, cigarette cases, and other small articles of personal jewellery.

The more valuable jewellery, such as diamonds and pearl necklaces are taken every night from the showrooms to a strong room in the basement, and thus escaped the burglars.

The curious public who came during yesterday to look at the broken cases found them filled again with a fresh stock.

Crime Reconstructed.

Though no one knows definitely where the men concealed themselves during the evening, it was probably in the furnishing drapery department. Assuming this to be the case, the police have reconstructed their procedure as follows:—

Waiting until all was quiet, two of the men set off from their hiding place to the jewellery department, while the others began clearing away the tons of crockery which blocked the door by which they intended to escape.

The men who were to steal the jewellery had first to open two sliding iron doors between the furnishing drapery department and the book department. Passing through this department, they had to open two folding doors leading into the fruit department. At the other end of this department they encountered two heavy iron shutters, which make a great noise when raised.

It was here that they obtained two boxes, and raising the shutters only two feet rested them on the boxes and crawled through.

They then passed through the provision department, opened two more doors, walked through the café, and found another pair of steel shutters. Here also they rested the shutters on two boxes and crawled through.

They next walked through the wine department, opened two more doors into the portmanteau department, and then forced the iron leading to the jewellery department.

5 Suit-Cases Filled.

After this they snatched up five suit-cases, and, while one man bored holes in the jewellery cases and pried the glass covers open, the other took out the trays of watches, rings, brooches, cigarette-cases, and other articles and tripped them into the cases.

Meanwhile the other men, having cleared the crockery away from the entrance to Hans Road, forced open the padlock on the door, and then took fruit and nuts from the fruit department.

It is assumed that all the men then met again in the furnishing drapery department and, settling themselves on a settle, ate many apples, oranges, bananas, and nuts while waiting for their car to arrive.

Where Did they Hide?

Mr. C. E. Wiles, the merchandise manager, told a Daily Mail reporter that there are many places in the vast building where men could conceal themselves, but the nearest place to the jewellery department is the furnishing drapery department, which is about 150 yards away.

"It was obviously the work of men who knew the interior of Harrods thoroughly," added Mr. Wiles.

"The men must have worked out their course from the jewellery department to the door in Hans Road with minute care, for they took the shortest cut. Harrods at night is like a tomb. Even I, who know the place, would have no hope of getting out if I were locked in one of the departments."

How they accomplished their task without making a noise is another mystery. The vibration in lifting up the four steel shutters separating four of the departments can be heard in many parts of the building. It takes two men to move the heavy sliding steel doors dividing the jewellery and leather bag departments. As far as I know this is the first burglary we have had in 70 years."

DETACHABLE HELICOPTER.

A patent has been granted to a Danish electrician, M. Rasmussen, for a helicopter device which he claims can be fixed on any aeroplane, and by means of which the machine is able to ascend or descend perpendicularly and if desired can land on the top of a chimney. The special propellers, which are fixed on the top of the plane, can flip flat during a flight so as not to impede the machine.

Why Bald So Young?



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To prevent loss of hair. Dandruff, usually the cause of premature baldness, may be easily removed by regular shampooes with Cuticura Soap, preceded by touches of Cuticura Ointment. This treatment keeps the scalp clean and healthy and promotes hair growth.

Small Cuticura Tablets sold throughout the world. Price 1/6. Cuticura Soap, 1/6. Cuticura Ointment, 1/6. Try the Cuticura Shaving Stick.

NORDEUTSCHER LLOYD, BREMEN.

THE S.S. "DERFFLINGER" having arrived from BREMEN, HAMBURG and Paris, Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, where Delivery can be obtained.

All Goods remaining undelivered after the 7th of February, 1927, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatsoever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's Surveyors, Messrs. Anderson & Ash, at 10 a.m. on the 5th of February, 1927.

No Claims will be admitted after the Goods have left the Godowns and all Claims must be presented within Two Weeks of the Ship's arrival here, after which date they will not be recognised.

Consignees are requested to surrender their Bills of Lading to the Underwriter for countersignature.

MILNERS & CO., Agents.

NORDEUTSCHER LLOYD, BREMEN, Hong Kong, 31st January, 1927. [4502]

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Length on Blocks 750 Feet.
Depth on Centre of SHI (S.W.O.S.T.) 34 ft. 6 ins.

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Electric Crane at Sea Wall, Capable of Lifting 100 Tons at 70 Feet Radius.

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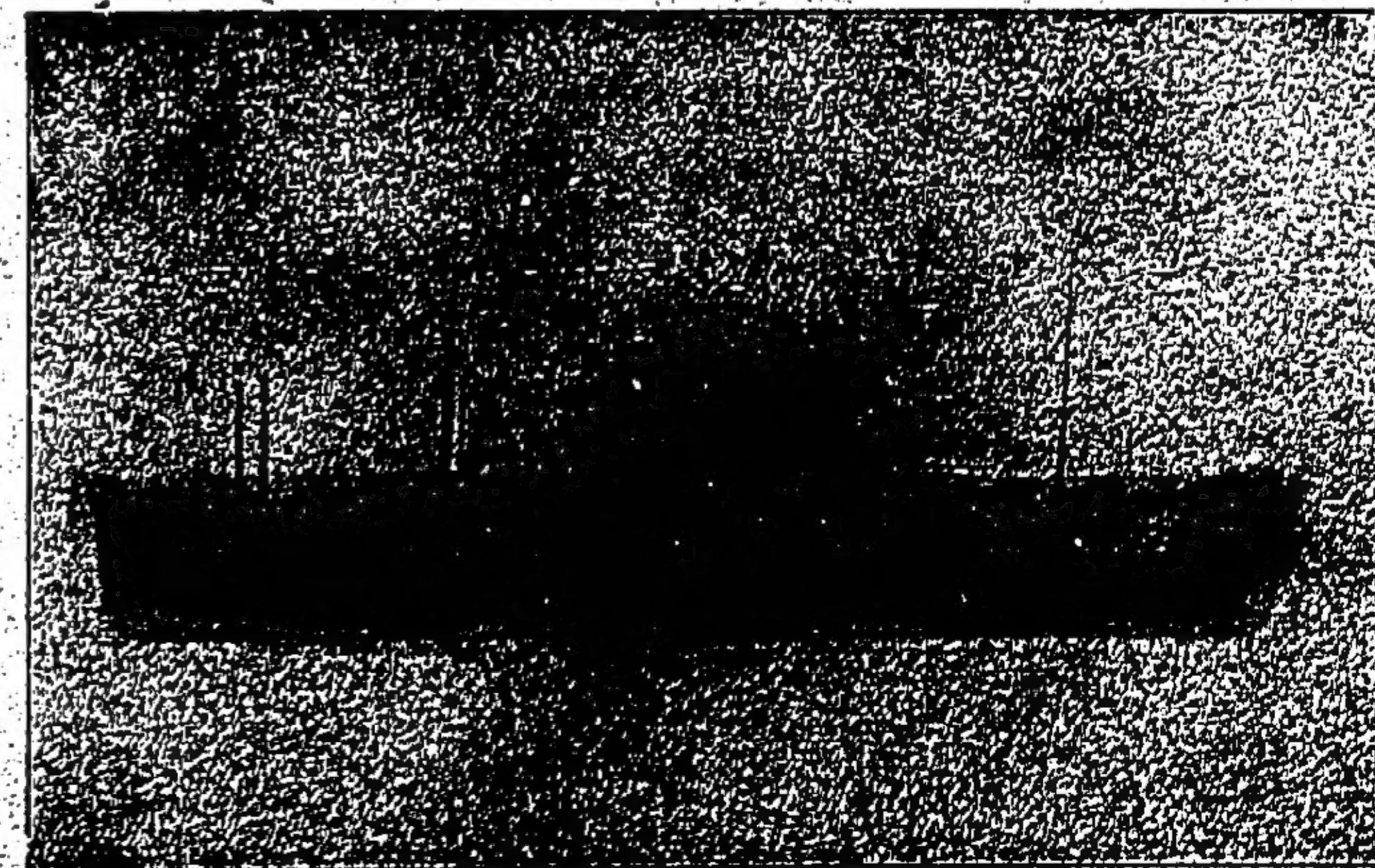
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CHINA NAVIGATION COMPANY, LIMITED.

RANGKOK	... "KWANGHONG" ...	On 1st Feb.	10 a.m.
AMOI, SWATOW & SINGAPORE	... "ANTUNG" ...	On 3rd Feb.	8 a.m.
HAIPHONG	... "NINGHAI" ...	On 5th Feb.	Noon
AMOI, SWATOW & SINGAPORE	... "ANHUI" ...	On 8th Feb.	8 a.m.
SINGAPORE	... "BOUOHOW" ...	On 8th Feb.	10 a.m.
AMOI & SHANGHAI	... "SHANTUNG" ...	On 8th Feb.	8 a.m.
HOIHOW & HAIPHONG	... "TEAN" ...	On 9th Feb.	Noon
SWATOW, SHANGHAI & TIENTSIN	... "SINKIANG" ...	On 10th Feb.	10 a.m.
BANGKOK	... "KWEIYANG" ...	On 11th Feb.	8 a.m.
SWATOW & BANGKOK	... "KAYING" ...	On 11th Feb.	10 a.m.
SHANGHAI	... "SUNNING" ...	On 12th Feb.	8 a.m.
SWATOW, SHANGHAI, TIENTSIN & DALNY	... "KANOHOW" ...	On 13th Feb.	Noon
WEIHAIWEI, CHEFOO & TIENTSIN	... "HUPEH" ...	On 14th Feb.	4 p.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To
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"CHANGTE" & "TAIPING"
These New Vessels maintain a Regular Service from HONGKONG TO AUSTRALIAN PORTS
VIA MANILA AND THURSDAY ISLAND.
Through Bills of Lading issued to all Australian, New Zealand and Tinsmanian Ports.
Excellent & Most Comfortable Food & Superior Class Passenger Accommodation.
HONGKONG TO SYDNEY—19 DAYS.

STEAMER	Due Hong Kong on or about	Sailing hence on or about
CHANGTE	8th February	15th February
TAIPING	11th March	18th March
CHANGTE	12th April	19th April

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AMERICAN & MANCHURIAN LINE
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Sailings from Hongkong.

1. "PELEUS"	... Via Suez Canal	25th February
2. "CITY OF BRISTOL"	... Via Suez Canal	5th March
3. "ATREUS"	... Via Suez Canal	25th March
4. "TEUCER"	... Via Suez Canal	5th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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M.V. "CHINESE PRINCE" ... 3rd February, 1927.

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Regular Four-weekly Service between

Japan, Vladivostok, China, Hong Kong, Manila, Singapore

and

Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and

North-Continental Ports.

SAILINGS FOR EUROPE:

1. "ZOSMA"	... 25th February
2. "OOSTERK"	... 25th March

ARRIVALS FROM EUROPE:

1. "OOSTERK"	... 8th February
2. "OOSTERK"	... 8th March

All Passengers have a Limited Accommodation for Passengers.

For Freight, Passage and further Particulars, Please Apply to—

JAVA-CHINA-JAPAN LYN.

Agents, York Building.

Telephone: Central No. 1674.

Shipping News

Arrivals and Departures,
Passengers, etc.

ARRIVALS.

January 30th.

Haiyang, British str., 1,388 tons,

Capt. J. S. Thomson, from

Singapore, which port she left

on January 23rd, with a general

and general cargo, lying at buoy

No. C17.—Douglas S.S. Co.

Hakata Maru, Japanese str., 3,752

tons, Capt. Goro Matsubara,

from Antwerp via Singapore.

The latter port she left on Jan.

22nd, with a general cargo, lying

at buoy No. A23.—N.Y.K.

Hydrangea, British str., 561 tons,

Capt. R. Elridge, from Kwang

Chan Wan, with a general

cargo, lying at Chiu On Wharf.

—Chau On S.S. Co.

Kueichow, British str., 1,290 tons,

Capt. H. P. Curver, from Tien

tsin and Weihaiwei. The latter

port she left on January 29th,

with a general cargo, lying at

buoy No. C4.—B. & S.

Kueiyang, British str., 1,588 tons,

Capt. G. Byers, from Bangkok

and Kolsichang. The latter

port she left January 23rd, with

a general cargo, lying at buoy

No. B13.—B. & S.

Lianghow, British str., 1,990 tons,

Capt. C. H. Jones, from Can

ton, with a general cargo, lying

at buoy No. B9.—B. & S.

Morikawa Maru, Japanese str., 4,468

tons, Capt. S. Nakahama, from

Yokohama and Moji. The latter

port she left on January 23rd,

with a general cargo, lying at

Kowloon Wharf.—N.Y.K.

Selene, Dutch str., 3,274 tons, Capt.

H. Velthuis, from Balikpapan,

which port she left on January

22nd, with 3,581 tons of kerosene

and benzine, lying at North

Point.—A.P.C.

Tai Hing, Chinese str., 106 tons,

Capt. Cheng Yung Fat, from

Autan, with a general cargo,

lying at Luen Cheong Wharf.

—Fook Hoi & Co.

Yuen Lee, Chinese str., 1,061 tons,

Capt. C. J. Freymann, from

Saigon, which port she left on

January 24th, with rice and

meal, lying at buoy No. B91.—

Yuen Shing Fat.

CLEARANCES.

January 31st.

Albert Sarrant, for Haiphong.

Apoey, for Saigon.

Borneo, for Haiphong.

Devawongse, for Quinhon.

Dorri, for Tourane.

Hakata Maru, for Takao.

Huab, for Samarinda.

Kwang Sang, for Canton.

Kwang Ching, for Bangkok.

Marinka Maru, for Singapore.

President Harrison, for Manila.

Rhein, for Manila.

Seale, for Saigon.

Sungshan Maru, for Canton.

Tekin, for Haiphong.

Van Heuts, for Singapore.

WEATHER REPORT.

Yesterday's weather report, fore

cast and remarks issued by the

Royal Observatory at 6 p.m. states:

The anti-cyclone remains sta

tionary over Korea and has slight

ly increased in intensity. Fresh

monsoon will continue over the

China Sea.

Local forecast:—East winds,

fresh, fine.

PASSENGERS.

ARRIVALS.

Per a.s. Derflinger, from Ham

burg and ports on January 31st:—

Mr. and Mrs. J. R. Capell, Mr. P.

Paulino, Mr. S. Ohlaka, Mr. G. J.

Abella, Mr. G. Ohlaka, Mr. E.

Wunderli and family, Dr. H. Lutz

and family, Miss A. Kocher, Miss

E. Martin, Mr. E. Mueller, Mr. E.

Antenrich, Miss E. Burren, Mr. E.

Michelfelder, Mr. E. Engel, Mr. A.

Gramps, Dr. W. Deussen, and Dr.

O. Ansel.

Per a.s. Talamba, from Kobe, on

January 31st:—For Hong Kong:—

Mrs. M. J. Elliott. Pass through

for Calcutta: Mr. and Mrs. H. W.

Bebber.

Per a.s. President Harrison, from

Shanghai, on January 31st:—Mr.

J. G. Brown, Mr. G. Burgess, Mr.

N. Baxter, Mr. W. H. Bang, Mr.

H. C. Collier, Mr. J. Durand,

Mr. A. F. Fernandez, Mr. J. R.

Fordy, Mr. A. Hurry, Mr. W. A.

Lee, Mr. A. H. Leslie, Mr. S. T.

Price, Mr. F. V. Reid, Mr. M. M.

Solokoff, Mr. K. Soto, Mr. A.

Sinclair, Mr. A. Tetsell, Mr. R. J.

Whitehead.

SHIPPING NOTES.

The tug Henry Keswick, was

despatched on Friday with the

necessary salvage gear to the scene

of the stranding of the Portuguese

vessel Tai Tai in the Hainan

Strait.

The round-the-world liner Belgen

land, which was due to arrive here

on February 10th, W.M., is stated,

to now arrive here on the 4th, owing

to the proposed call and stay at

Shanghai having been omitted on

account of the present unrest.

(Continued on next column.)

SUNRISE AND SUNSET IN HONG KONG.

FOR FEBRUARY, 1927.

STANDARD TIME OF THE 12th

MERIDIAN, EAST OF

GREENWICH.

February 1st... 7.03 a.m. 6.13 p.m.

2nd... 7.02 " 6.13 "

3rd... 7.02 " 6.13 "

4th... 7.02 " 6.13 "

5th... 7.03 " 6.14 "

6th... 7.01 " 6.14 "

7th... 7.00 " 6.15 "

8th... 6.59 " 6.15 "

9th... 6.58 " 6.17 "

10th... 6.58 " 6.18 "

11th... 6.58 " 6.19 "

12th... 6.57 " 6.19 "

13th... 6.57 " 6.19 "

14th... 6.56 " 6.20 "

15th... 6.56 " 6.20 "

16th... 6.55 " 6.20 "

17th... 6.55 " 6.21 "

18th... 6.54 " 6.21 "

19th... 6.53 " 6.22 "

20th... 6.53 " 6.22 "

21st... 6.52 " 6.23 "

22nd... 6.51 " 6.23 "

23rd... 6.50 " 6.24 "

24th... 6.49 " 6.24 "

25th... 6.49 " 6.25 "

26th... 6.48 " 6.25 "

27th... 6.47 " 6.26 "

28th... 6.47 " 6.26 "

DOLLAR STEAMSHIP LINE

AND

AMERICAN MAIL LINE

(ADMIRAL ORIENTAL LINE)

THE "PRESIDENT LINERS"

JOINT TR'NS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

Effective March 1st, the a.s. President Jefferson will sail from Hong Kong to San Francisco, and on March 8th the a.s. President Lincoln will sail for Seattle. Thereafter, a "PRESIDENT LINER" will sail every week on alternate Tuesdays to San Francisco and alternate Wednesdays to Seattle.

Interchangeable Tickets, good on all "PRESIDENT LINERS," with liberal stop-over privileges, insure the most convenient method and the best service for travel between Oriental Ports.

TO SAN FRANCISCO VIA HONOLULU, SHANGHAI, KOBE AND YOKOHAMA.

"THE SUNSHINE BELT"

PRESIDENT TAFT	... Sunday, Feb. 13th, 10.00 a.m.
PRESIDENT JEFFERSON	... Tuesday, Mar. 1st, 10.00 a.m.
PRESIDENT GRANT	... Tuesday, Mar. 15th, 10.00 a.m.
PRESIDENT MADISON	... Tuesday, Mar. 29th, 10.00 a.m.
PRESIDENT JACKSON	... Tuesday, Apr. 12th, 10.00 a.m.

Thereafter Fortnight

CANADIAN PACIFIC

QUICKEST TIME ACROSS THE PACIFIC.
TO VICTORIA AND VANCOUVER.

SAILINGS 1927.

STEAMERS	H. Kong	Shanghai	Kobe	Yokohama	Vancouver
EMPERESS OF RUSSIA	Feb. 18	Feb. 19	Feb. 23	Feb. 25	Mar. 6
EMPERESS OF ASIA	Mar. 9	Mar. 12	Mar. 15	Mar. 18	Mar. 27
EMPERESS OF CANADA	Mar. 30	Apr. 2	Apr. 5	Apr. 8	Apr. 17
EMPERESS OF RUSSIA	Apr. 30	Apr. 3	Apr. 6	Apr. 9	Apr. 18
EMPERESS OF ASIA	May 11	May 14	May 17	May 20	May 29
EMPERESS OF CANADA	May 11	May 14	May 17	May 20	May 29
EMPERESS OF RUSSIA	June 1	June 4	June 7	June 10	June 19
EMPERESS OF ASIA	June 22	June 25	June 28	July 1	July 10
EMPERESS OF CANADA	July 11	July 14	July 17	July 20	July 29

(E/Asia and E/Russia call at Nagasaki the day after departure from Shanghai).

CONNECTING SAILINGS TO LIVERPOOL.

MONTCAIM	March 12	MINNEBOSA	May 13
MONTROSE	April 2	MONTCAIM	June 3
MONTLORE	April 23	MONTROSE	June 24

Frequent sailings to Liverpool, Belfast, Glasgow, Southampton, Cherbourg and Antwerp.

A DELIGHTFUL 65 DAY CRUISE DE LUXE

by the
S.S. "EMPERESS OF SCOTLAND"

Leave HONG KONG, FEBRUARY 13th, 1927.

Calling at Shanghai, Chinwangtao (for Peking), Kobe, Yokohama, Honolulu, Hilo, San Francisco, Balboa (Panama), Panama Canal, Cristobal (Colon), Havana.

Arriving NEW YORK, APRIL 12th, 1927.

Arriving SOUTHAMPTON, APRIL 20th, 1927.

Passenger Department: Tel. C. 753. Cables: "GACANPAC."

Freight and Express: Tel. C. 42. Cables: "NAUTILUS." (15)

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SERVICE OF FAST MOTOR VESSELS.

LOADING DIRECT FOR
MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG
AND SCANDINAVIAN PORTS.

m.v. "CANTON"	...	4th March, 1927
m.v. "DELHI"	...	8th April, 1927

FOR SHANGHAI AND JAPAN PORTS.

m.v. "DELHI"	...	2nd March, 1927
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For further particulars, apply to the Agents:
GILMAN & CO., LTD. G. E. HUYGEN
Hong Kong. Canton.

N.Y.K. LINE

SAILING SCHEDULE TO ALGERIA.

SAN FRANCISCO via Shanghai, Japan Ports & Honolulu.
• KOREA MARU (calls Keelung)... Sunday, 6th Feb. at Noon
• SHINYO MARU... Tuesday, 22nd Feb. at Noon
• RIBERIA MARU (calls Keelung)... Sunday, 6th March, at Noon
• Calls - Los Angeles.

SOUTH AMERICA via Japan, Honolulu, San Francisco, Los Angeles, Mexico and Panama.

GINYO MARU... Saturday, 26th Feb. at Noon
GINYO MARU... Tuesday, 3rd May, at Noon
MARSEILLES, LONDON, ANTWERP & ROTTERDAMvia Ports:
HAKOZAKI MARU... Saturday, 18th Feb. at 11 a.m.
HAKUSAN MARU... Saturday, 26th Feb. at Noon
KITANO MARU... Saturday, 12th MarchSYDNEY & MELBOURNE via Manila & Ports.
MISHIMA MARU... Wednesday, 23rd Feb. at 11 a.m.
TANGO MARU... Wednesday, 23rd MarchNEW YORK and/or BOSTON via PANAMA.
TABUNO MARU... Wednesday, 8th Feb.
CALOUTTA MARU... Monday, 21st Feb.LIVERPOOL via Singapore, Colombo, Port Said & Ports.
TAJIMA MARU (calls Glasgow)... Saturday, 5th Feb.
BUENOS AIRES via Singapore, Durban & Cape Town, Delagoa Bay & Algoa Bay.KAMAKURA MARU... Saturday, 6th Feb.
BOMBAY via Singapore, Penang & Colombo.
AWA MARU... Thursday, 10th Feb.
SEITO MARU... Tuesday, 22nd Feb.CALOUTTA via Singapore, Penang & Rangoon.
NAGATO MARU... Tuesday, 8th Feb.
NAGATO MARU... Friday, 18th Feb.NAGASAKI, KOBE & YOKOHAMA.
TANGO MARU... Friday, 19th Feb.
SHANGHAI, KOBE & YOKOHAMA.LIMA MARU (calls Moji)... Friday, 4th Feb.
NAGATO MARU (Moji direct)... Friday, 4th Feb.
NAGATO MARU... Monday, 7th Feb.
KAMO MARU... Tuesday, 22nd Feb.For further information, apply to:
NIPPON YUSEN KAISHA.
Telephone: Central No. 222 (Private exchange to all Dept.).

Shipping News Week-End Statement, Shipping Notes, Vessels Expected, etc.

WEEK-END FREIGHT RETURNS.

LOCAL AND THROUGH CARGOES DOWN.

The freight statements for the week-end showed a heavy decrease in local imports and also on cargoes carried for ports beyond Hong Kong.

During the 24 hours ended at 9 a.m. on Sunday, there were 6,730 tons of general merchandise imported into the Colony, of which, 1,940 tons were brought by 6 British vessels. The best return was shown by the s.s. *Sanka Maru*, from Keelung, which unloaded 2,100 tons here.

Cargoes for ports beyond amounted to 11,340 tons, of which only 2,994 tons were British vessels. The two best returns were manifested on the s.s. *Duyong Maru*, from Calcutta and Singapore, which carried 4,110 tons and the British vessel *Ben-lauers* from London and Manila had 2,000 tons.

Yesterday's Statement.

Both local and through freights registered by the steamers arriving here during the 24 hours ended at 9 a.m. yesterday were still below the average.

Imports of general merchandise into the Colony totalled 5,093 tons, of which, 2,402 tons were on three British steamers. The two best returns were 2,300 tons on the *Kewang* (British) from Bangkok, and 200 tons on the Chinese steamer *Yuen Lee* from Saigon.

Through freights were carried only by three steamers. The amount carried was 6,015 tons, of which 238 tons were on one British steamer. The German steamer *Rhein* arriving from Shanghai manifested 3,347 tons.

There were 23 arrivals and 24 departures during the 48 hours ended at 9 a.m. yesterday. Their nationalities were: British, 12 arrivals and 6 departures; Japanese, 7 arrivals and 10 departures; Norwegian, 1 arrival; Chinese, 3 arrivals and 5 departures; Dutch, 1 arrival and 2 departures; French, 2 arrivals; German, 2 arrivals and American, 1 departure.

Vessels in port totalled 67, of which, 29 were British.

VESSELS EXPECTED.

Achilles (Blue Funnel), due Feb. 3rd.
Adriatic (Blue Funnel), due Feb. 12th.
D'Artagnan, due to-day.
Delhi (Swedish East Asiatic), due March 2nd.
Mantua (P. & O.), due February 4th, about 8 a.m.
Mentor (Blue Funnel), due Feb. 5th.
Meriones (Blue Funnel), due Feb. 16th.
Nellore (P. & O.), due February 4th, about noon.
Petrolium (Blue Funnel), due Feb. 3rd.
Tanda, due February 7th.

SHIPPING MOVEMENTS.

The P. & O. s.s. *Mantua* left Singapore for this port on the 30th ult., with the outward English mails, and is due here on the 4th inst. at about 8 a.m.

The P. & O. s.s. *Nellore* left Singapore for this port on the 29th ult., and is due here on the 4th inst. at about noon.

SHIPPING NOTES.

On her voyage from San Francisco to Shanghai, the s.s. *President Harrison* was stranded on Bonham Rock on January 6th. She eventually reached Shanghai under her own steam, where the minor damage sustained were repaired. The *President Harrison* arrived here yesterday with 45 European first class and 26 Asiatic first class passengers. She also brought 84 tons of general cargo for Hong Kong and 1,300 tons for ports beyond.

The returns of deck passengers entering into Hong Kong during the hours ended at 9 a.m. on Sunday showed that 403 deck passengers were disembarked here and the returns for yesterday showed 385.

The s.s. *Rakita Maru* arriving here yesterday from Antwerp and Singapore brought 740 tons of postak, chloride, cartridges, etc., and also carried a similar shipment of 4,750 tons to ports beyond Hong Kong.

The master of the s.s. *Triton* in his report to the Harbour Master states that the wreck of a junk was sighted on Sunday in position 21° 58' N. 120° 25' E., which is considered dangerous to navigation. Another wreck of a junk was reported by the master of the s.s. *Fan Heung* in position 22° 48' 5" N. 116° 37' E., which is also stated to be a danger to navigation.

THE NEW FREIGHT SCHEDULE.
THERAPION No. 1
THERAPION No. 2
THERAPION No. 3
No. 1 for Standard Freight. No. 2 for Standard & Bulk Freight. No. 3 for Standard & Bulk Freight, and for Special Freight. For full particulars, apply to the Agents, Messageries Maritimes, 3, Queen's Building, 3, Queen's Building, 3, Queen's Building.



LIGNES COMMERCIALES (Cargo Boats).
Monthly sailings direct to HAMBURG, ROTTERDAM, DUNKIRK—
s.s. "D. P. BENOIT" ... 21st February.
s.s. "YALOU" ... 15th March.
s.s. "CAPT. FAURE" due to arrive from DUNKIRK, LONDON, HAVRE about the 21st February.

Steamers	Sailings from Hong Kong	Sailings from Hong Kong to Japan	Sailings from Hong Kong to Europe
D'ARTAGNAN
SPEINX
ANGKOR
PORTHOS
PAUL LECAT
G. METZINGER

RATES OF PASSAGE MONEY TO MARSEILLES
(including Table Wine and Free Doctor's Attendance).
A Class 1st Class, 2nd Class, 3rd Class, 4th Class, 5th Class, 6th Class, 7th Class, 8th Class, 9th Class, 10th Class, 11th Class, 12th Class, 13th Class, 14th Class, 15th Class, 16th Class, 17th Class, 18th Class, 19th Class, 20th Class, 21st Class, 22nd Class, 23rd Class, 24th Class, 25th Class, 26th Class, 27th Class, 28th Class, 29th Class, 30th Class, 31st Class, 32nd Class, 33rd Class, 34th Class, 35th Class, 36th Class, 37th Class, 38th Class, 39th Class, 40th Class, 41st Class, 42nd Class, 43rd Class, 44th Class, 45th Class, 46th Class, 47th Class, 48th Class, 49th Class, 50th Class, 51st Class, 52nd Class, 53rd Class, 54th Class, 55th Class, 56th Class, 57th Class, 58th Class, 59th Class, 60th Class, 61st Class, 62nd Class, 63rd Class, 64th Class, 65th Class, 66th Class, 67th Class, 68th Class, 69th Class, 70th Class, 71st Class, 72nd Class, 73rd Class, 74th Class, 75th Class, 76th Class, 77th Class, 78th Class, 79th Class, 80th Class, 81st Class, 82nd Class, 83rd Class, 84th Class, 85th Class, 86th Class, 87th Class, 88th Class, 89th Class, 90th Class, 91st Class, 92nd Class, 93rd Class, 94th Class, 95th Class, 96th Class, 97th Class, 98th Class, 99th Class, 100th Class, 101st Class, 102nd Class, 103rd Class, 104th Class, 105th Class, 106th Class, 107th Class, 108th Class, 109th Class, 110th Class, 111th Class, 112th Class, 113th Class, 114th Class, 115th Class, 116th Class, 117th Class, 118th Class, 119th Class, 120th Class, 121st Class, 122nd Class, 123rd Class, 124th Class, 125th Class, 126th Class, 127th Class, 128th Class, 129th Class, 130th Class, 131st Class, 132nd Class, 133rd Class, 134th Class, 135th Class, 136th Class, 137th Class, 138th Class, 139th Class, 140th Class, 141st Class, 142nd Class, 143rd Class, 144th Class, 145th Class, 146th Class, 147th Class, 148th Class, 149th Class, 150th Class, 151st Class, 152nd Class, 153rd Class, 154th Class, 155th Class, 156th Class, 157th Class, 158th Class, 159th Class, 160th Class, 161st Class, 162nd 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Class, 240th Class, 241st Class, 242nd Class, 243rd Class, 244th Class, 245th Class, 246th Class, 247th Class, 248th Class, 249th Class, 250th Class, 251st Class, 252nd Class, 253rd Class, 254th Class, 255th Class, 256th Class, 257th Class, 258th Class, 259th Class, 260th Class, 261st Class, 262nd Class, 263rd Class, 264th Class, 265th Class, 266th Class, 267th Class, 268th Class, 269th Class, 270th Class, 271st Class, 272nd Class, 273rd Class, 274th Class, 275th Class, 276th Class, 277th Class, 278th Class, 279th Class, 280th Class, 281st Class, 282nd Class, 283rd Class, 284th Class, 285th Class, 286th Class, 287th Class, 288th Class, 289th Class, 290th Class, 291st Class, 292nd Class, 293rd Class, 294th Class, 295th Class, 296th Class, 297th Class, 298th Class, 299th Class, 300th Class, 301st Class, 302nd Class, 303rd Class, 304th Class, 305th Class, 306th Class, 307th Class, 308th Class, 309th Class, 310th Class, 311th Class, 312th Class, 313th Class, 314th Class, 315th Class, 316th Class, 317th Class, 318th Class, 319th Class, 320th Class, 321st Class, 322nd Class, 323rd Class, 324th Class, 325th Class, 326th Class, 327th Class, 328th Class, 329th Class, 330th Class, 331st Class, 332nd Class, 333rd Class, 334th Class, 335th Class, 336th Class, 337th Class, 338th Class, 339th Class, 340th Class, 341st Class, 342nd Class, 343rd Class, 344th Class, 345th Class, 346th Class, 347th Class, 348th Class, 349th Class, 350th Class, 351st Class, 352nd Class, 353rd Class, 354th Class, 355th Class, 356th Class, 357th Class, 358th Class, 359th Class, 360th Class, 361st Class, 362nd Class, 363rd Class, 364th Class, 365th Class, 366th Class, 367th Class, 368th Class, 369th Class, 370th Class, 371st Class, 372nd Class, 373rd Class, 374th Class, 375th Class, 376th Class, 377th Class, 378th Class, 379th Class, 380th Class, 381st Class, 382nd Class, 383rd Class, 384th Class, 385th Class, 386th Class, 387th Class, 388th Class, 389th Class, 390th Class, 391st Class, 392nd Class, 393rd 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